

# MANUFACTURERS RECORD

## Tax Free

**W**INSTON-SALEM, North Carolina, offers an example of how independent-minded communities are showing an increasing determination to meet their own needs without recourse to Federal handouts.

A three million dollar addition to provide four floors of facilities and an additional hundred and fifty beds was planned for the North Carolina Baptist Hospital. Seven hundred thousand dollars was offered as a Federal grant to help finance this work, but acceptance of this grant was opposed by the state's Baptist convention.

Instead the convention offered to raise the money, in addition to four hundred thousand already pledged through free contributions from its member churches.

The hospital trustees accepted the convention offer and have raised another two million dollars in contributions from churches, industry, individuals and charitable foundations.

The hospital addition is being completed without cost to the taxpayers of the Tennessee Valley—or any taxpayers, anywhere.

## Making the human machine *more productive*

To management falls the thankless and little understood task of helping men better their job by encouraging them, in various ways, to produce more effectively.

Output per man hour over the past half century has been increased to an enormous extent—chiefly through improved and more efficient machinery.

To continue the upward curve of productive output, management in recent years has had to look more and more to the man *behind* the machine—as well as to the man *without* the machine: the salesman, the laboratory worker, the executive, whose output cannot be improved mechanically.

Like the power-driven machine, the human machine operates more efficiently under proper physical care. But its inherent drive—its own peculiar and inexplicable power—comes from sources beyond the physical.

Because of the increasing level of taxation, the anticipation of large

earnings alone can no longer be relied on as the chief inducement to more and greater effort. Hence the increasing use of "incentives" in business and industry; not only *rewards* for additional achievement, but *challenges* to it.

As a result of the increasing complexity of incentive arrangements, more and more executives are turning to management counsel for guidance and direction. To the problem, management counsel not only brings considerable experience in the development of such plans elsewhere, but puts at management's call a group of specialists, including practical psychologists, for thorough consideration of the problem from all possible angles.

For help in the development of effective incentives at all levels, you will find a number of well-qualified management consulting firms from which to choose. Generally, the cost involved is more than compensated for by the results obtained.

### BRUCE PAYNE & ASSOCIATES, INC.

#### MANAGEMENT CONSULTANTS

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You sometimes hear businessmen say  
"Between you and me and the gatepost . . ."

We don't have any dealings with gateposts.  
Any plant location business you have with us is  
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Norfolk and Western plant location specialists  
know the need for moving quietly. They also  
know *The Land of Plenty*, and they under-  
stand the problems of plant location as related  
to manufacture and distribution. They can  
give you full details on many excellent plant  
sites — promptly, reliably, without obligation  
and *IN CONFIDENCE!*

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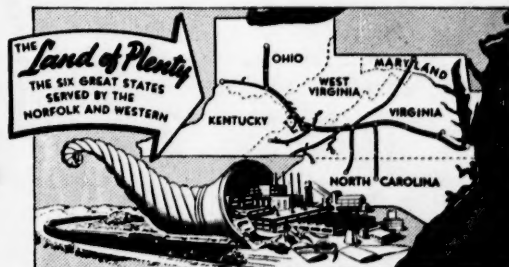
**INDUSTRIAL AND AGRICULTURAL DEPT.**  
Drawer MR-650 (Telephone 4-1451, Ext. 474)  
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ROANOKE, VIRGINIA

## Norfolk and Western RAILWAY

OCTOBER NINETEEN FIFTY-FOUR



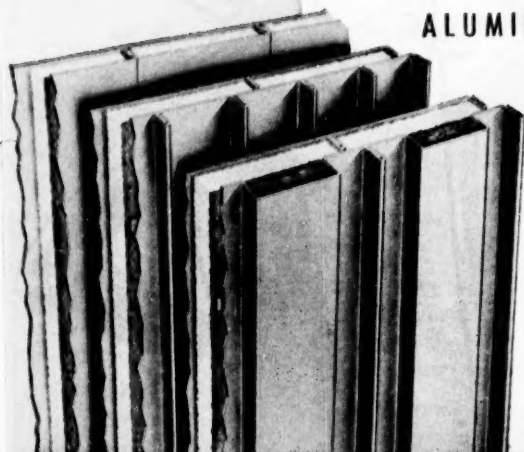
Your traffic manager is a  
transportation specialist, and  
transportation is a major factor  
in good plant location. Con-  
sult your traffic manager when  
you're weighing the facts about  
plant sites.



# INSULATED

# METAL WALLS

for INDUSTRIAL and COMMERCIAL BUILDINGS  
ALUMINUM, STAINLESS or GALVANIZED STEEL



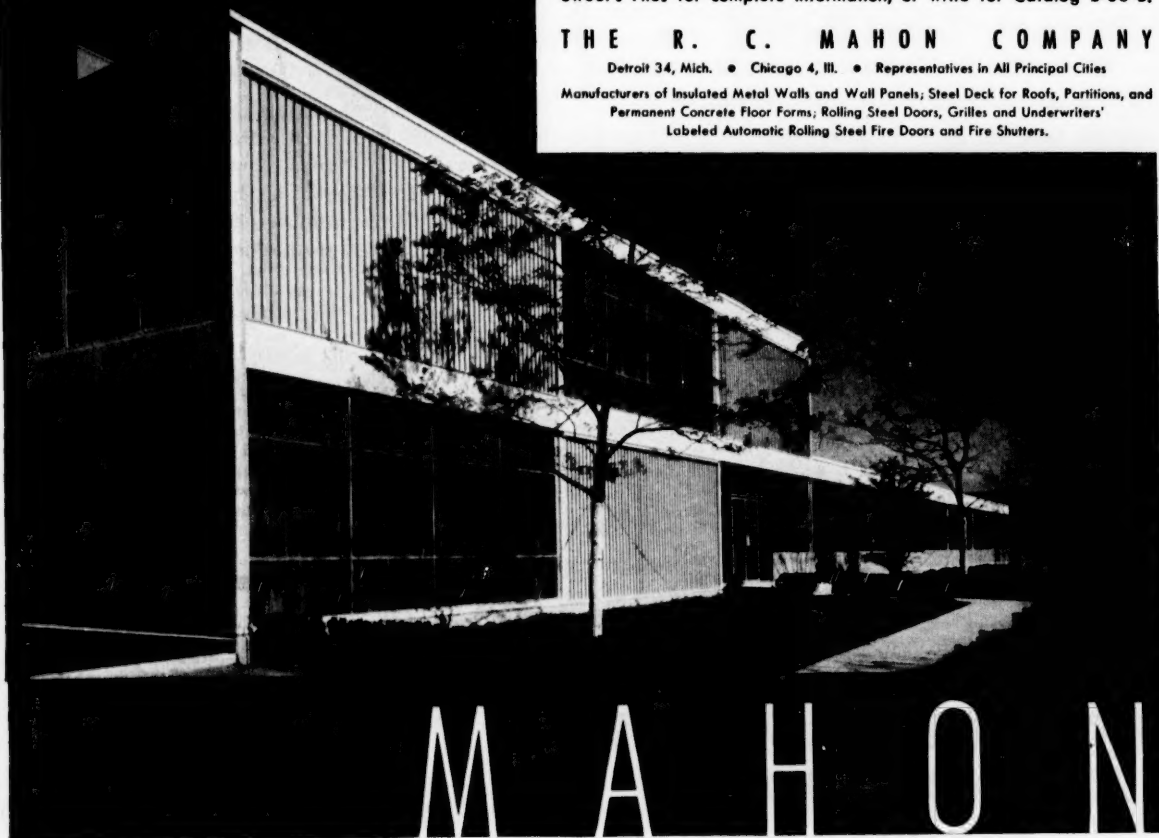
**FLUSH, RIBBED, or FLUTED**  
Over-all "U" Factor of Various Types is Equivalent  
to or Better than Conventional 16" Masonry Wall

In the new plant and office building, illustrated below, the architects have achieved an unusual and distinctive effect in the office front by ingenious employment of Metal Wall areas in combination with glass and other materials. This is one of many examples in which Stainless Steel, Aluminum or Enamel Coated Steel Walls have been used to good advantage in attaining a distinctive over-all design effect. Apart from the decorative possibilities, Insulated Metal Walls are more practical and more economical in every respect. Today, Mahon can point to hundreds of complete industrial plants, powerhouses, office buildings, schools, and other special purpose structures, built with this light weight curtain wall construction. In each case, substantial building economies were realized through lower material costs, lower labor costs, and the cumulative advantages of reduced construction time . . . buildings can be quickly enclosed with Insulated Metal Walls—even under extreme low temperature conditions which would preclude masonry construction. Other important factors to be considered are light weight, and the maintenance-free permanence of Stainless Steel or Aluminum exterior surfaces. Mahon Insulated Metal Walls are available in the three exterior patterns shown at left. Mahon Fluted and Ribbed Walls can be erected up to sixty feet in height without a horizontal joint—an extremely important feature in buildings with high expanses of unbroken wall surface. See Sweet's Files for complete information, or write for Catalog B-55-B.

## THE R. C. MAHON COMPANY

Detroit 34, Mich. • Chicago 4, Ill. • Representatives in All Principal Cities

Manufacturers of Insulated Metal Walls and Wall Panels; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms; Rolling Steel Doors, Grilles and Underwriters' Labeled Automatic Rolling Steel Fire Doors and Fire Shutters.



# MAHON



# MANUFACTURERS RECORD

ESTABLISHED 1882

Devoted to the Industrial Development of the South and Southwest

Volume 123

October 1954

Number 10

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## MANUFACTURERS RECORD PUBLISHING CO.

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Robert S. Byfield, *Financial Editor*

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## PUBLICATION AND BUSINESS OFFICES

109 MARKET PLACE, BALTIMORE 3, MARYLAND  
Telephone: Lexington 9-7065

F. O. Schroeder, *Southern Business Mgr.*—Baltimore Office.  
J. E. Eierman, *Circulation Mgr.*

## Federal Government Policies Distressing Coal Marketing

The present purchasing policies of the federal government are "doing more to distress coal marketing" than any other single influence, David L. Francis, president, Princess Elkhorn Coal Co., Huntington, W. Va., said at a meeting of the Natural Resources Committee, Chamber of Commerce of the United States, held in Denver last month.

The effect of "this tremendous power . . . being exerted to drive coal prices down month after month" has extended to other producers of electric power and to additional coal markets, Mr. Francis declared in calling for a policy revision to "keep coal prepared for the traditional role as a major producer of energy and emergency fuel."

Pointing out that rates for electricity produced by public utilities are generally established to provide management with a fair return on the investment and to protect the public from being overcharged, Mr. Francis condemned the practice of taking coal on a "spot" market and "bidding one coal company against the other" in disregard of production costs.

The West Virginia and Kentucky coal operator recommended that both government and public utilities contract for base fuel loads on a competitive basis for from one to ten years, purchasing only the "variable" load on a spot basis.

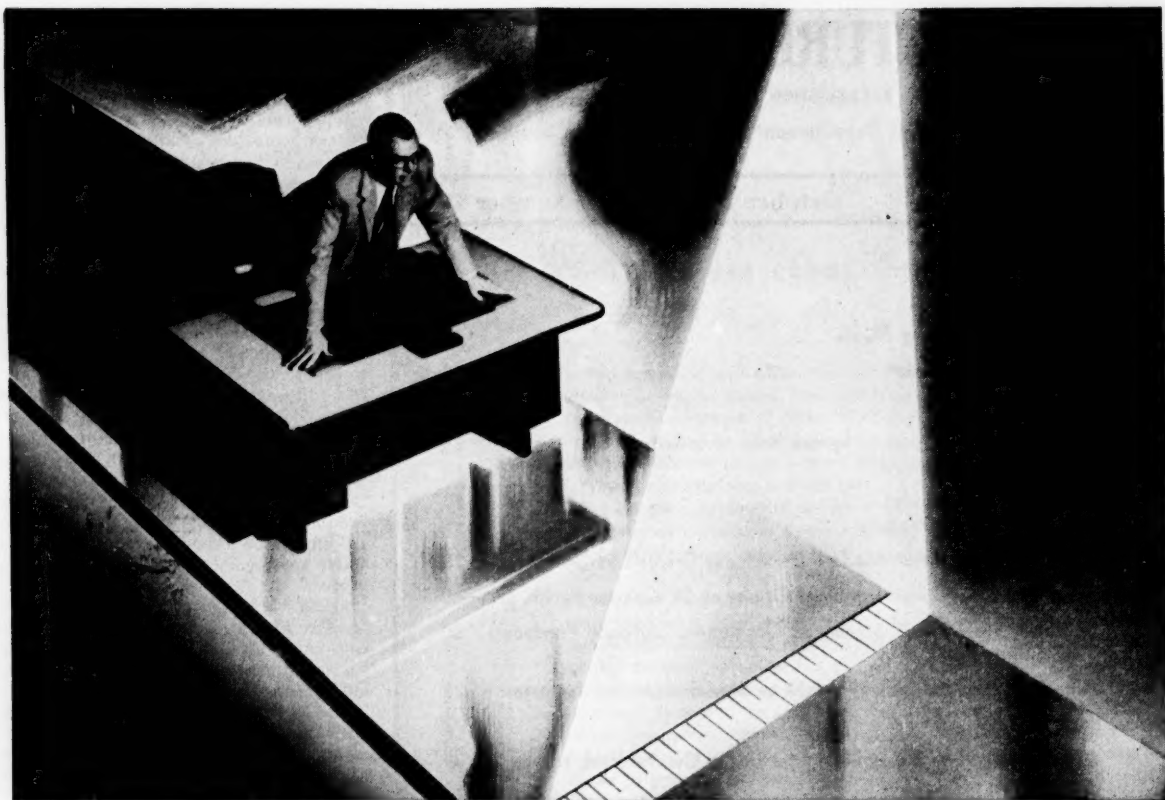
Distress-priced coals should be disregarded in the establishment of price policy, he said, and importance should be placed on the cost of production as presented by the more efficient producers. He emphasized these ultimate advantages to the utilities, whose requirements for coal are expected to increase by 100 per cent in the next ten years:

"Such a policy will, over the next decade, provide utilities with a cheaper fuel than is provided by their present buying policies of taking it month by month on a spot market and cutting companies off and on as they see fit, because it will encourage the coal industry to reinvest its profits and depreciation, and reduce costs by added efficiencies."

Other recommendations by Mr. Francis for enabling the coal industry to regain a vigorous level of production included a limit on residual oil imports and freight rate reductions. He termed it "not proper" for the ultimate consumer, in some cases, to be required to pay a delivered price of more than twice the price of coal at the mine.

In his paper to the natural resources group, Mr. Francis said two "favorable straws in the wind" which may check coal's downward spiral are growing industry cooperation and the studies being made by federal government leaders and governors of fuel states. He set a production of 500 million tons annually as the minimum at which the industry can be maintained on a "reasonable and fair profit level" so that it will be prepared to meet all demands of the immediate future and its "more important functions" in the years ahead.

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● You end up with less scrap, when you buy steel that's been held to closer tolerances. That's the advantage of this beam of infrared light. It keeps continuous check on the width of steel at Republic, reducing the scrap in our customers' plants.

This is a new device. Only Republic has it.

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Republic is the only steel company with a completely integrated quality-control staff reporting directly to top management. Not a part of inspection, nor metallurgy, nor process control, but a department on its own.

The result of this aggressive quality control is more than scrap reduction. It results also in a saving of man-hours and downtime for our customers. Quality control is part of . . .

### **REPUBLIC'S 3-STEP SERVICE TO STEEL USERS:**

- 1** Making the finest steels possible, in the world's widest range;
- 2** Recommending to you the most exact specification to suit your needs (because we have this wide range);
- 3** Following up with metallurgical field service to insure your greatest benefit from the use of Republic steels.

# **REPUBLIC STEEL**

GENERAL OFFICES • CLEVELAND 1, OHIO

# Business Stays on Even Keel

Business has continued on an even keel throughout the second and into the beginning of the third quarter of the year.

For the country at large gains in Construction and declines in Manufacturing have just about offset one another in effect.

As the National economy now rounds the turn into the last lap of 1954, signs of business strength appear to outnumber those looking toward further recession.

It can now be taken for granted that total construction put in place in 1954 will exceed that of 1953 by about ten per cent.

Manufacturing in 1954 will trail its 1953 counterpart somewhere between five and ten per cent, but with present indications pointing in the direction of improved manufacturing output during the remainder of this year.

The sector of Finance and Real Estate, embracing among other elements the realms of rents and equity transactions, is well ahead of last year and continues to show growing strength from month to month.

Consumer transactions, involving Retail Sales and Personal Service revenues up to now in 1954 compare favorably with the like period of 1953, with sales slightly below and revenues somewhat above the previous year.

Farm and Mine receipts, both in decline for the past two years, show little improvement, but on the other hand, show little indication of further decline.

All in all the signs seem to add up to some slight gains during the fourth quarter of 1954, and even extension of such gains over into the first quarter of 1955. Regarding this extension, however, it should be noted that the rate of Construction activity after the turn of the year will be the major deciding factor.

In the South the situation remains unchanged from earlier months. The Region still continues to show less decline in Manufacturing activity than that shown by the Nation as an average, but is not maintaining the same gain in Construction as that maintained by the Nation at large.

Otherwise the South definitely is holding its own in regional status, and if it is showing any deviation at all from the National pattern, it is a deviation that registers strength rather than weakness.

In total Business Volume, the South is making a better showing than the United States as a whole.

## CURRENT REPORTS

The over-all pattern of late-summer economic developments seems to have strengthened the belief held by many business observers that the period of readjustment may soon be over. Productive activity and employment have continued to be stable, and although inventory reduction is still in progress the rate of liquidation has diminished somewhat. Construction, particularly in the field of home building, has maintained the fast pace set earlier this year. And consumer spending, supported by a high level of disposable income, continues to be a strong sustaining force.

Throughout this past year of business adjustment, consumers continued to increase their outlays for services but not their expenditures for goods. Consequently, keen com-

petition soon dominated various areas of retail merchandising. In automobiles, for example, the struggle to maintain sales has been difficult since the very beginning of the 1954-model year. And in appliances and similar "big ticket" items for household use the going has been only a little less rough. White goods and television sales both have experienced some unusual fluctuations; and the demand for air conditioners, which appeared to hold such promise last season, has been extremely disappointing. (Fed. Res. Bank of Phila.).

Employment changed only slightly between July and August, as a pickup in nonfarm jobs was offset by the usual midsummer dip in the farm work force, Secretary of Labor Mitchell and Secretary of Commerce Weeks have jointly announced. Substantial seasonal gains were recorded in soft-goods manufacturing but changes in other nonfarm industries were relatively small. Unemployment in early August remained fairly close to the level of the previous three months. Usually unemployment rises in early summer and drops in August, but this year there has been little change since May. Some reduction in unemployment was indicated, however, as the month progressed.

In early August, total employment was estimated at 62.3 million and unemployment at 3,245,000, neither figure significantly changed from the previous month. The number of employees on nonfarm payrolls—excluding the self-employed, domestics, and unpaid workers in family enterprises—rose by 180,000 to an estimated 48 million by mid-August. During the month unemployment covered by State unemployment insurance systems declined steadily to 1,676,800 by the week ending August 21.

The latest survey of plant and equipment expenditures indicates a gradual decline during 1954, but a total for the full year second only to the 1953 record, according to a report made public jointly by the Securities and Exchange Commission and the Department of Commerce. Reports received in August indicate that if programmed expenditures for the last six months eventuate, business will spend \$26.7 billion on new plant and equipment, 6 per cent less than the alltime high of \$28.4 billion in 1953.

Business programs for 1954 indicate seasonally adjusted annual rates of \$26.8 billion in the third quarter and \$26.0 billion in the final quarter of 1954. These compare with rates of \$27.5 billion and \$27.2 billion in the first and second quarters. Most of the \$1.5 billion decline from the first to the fourth quarter is attributable to manufacturing, particularly durable goods, and railroads; other major industries show little change.

The survey shows that manufacturing concerns plan to spend \$11.3 billion for new plant and equipment in 1954, or 8 per cent less than in 1953. However, large concerns—those with assets of \$100 million or more—indicate they have scheduled capital outlays about the same as in 1953.

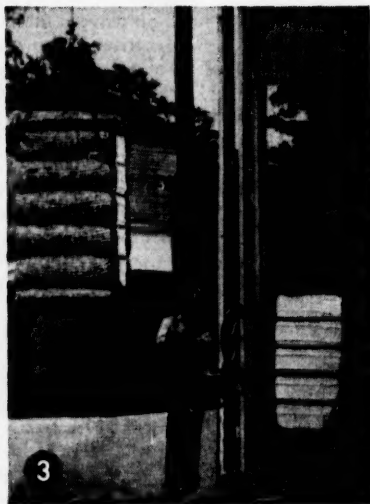
Electric power, mining and commercial companies have scheduled expenditures at about the same level as last year. The most marked decline for the year is in fixed investment by the railroads where outlays are scheduled at \$850 million for 1954, 35 per cent lower than those recorded for 1953. Present 1954 estimates for major groups are generally in line with anticipations for this period made in the survey conducted in February of this year, although there was some lowering of planned outlays of railroads and gas utilities.

# The South builds better with Steel



**1 Welders at work.** At Ingalls Shipbuilding Co., Pascagoula, Mississippi, the welding cable is run at top amperage up to 24 hours a day and is exposed to all kinds of rugged shipyard conditions. This includes being dragged over sharp steel beams, being battered under heavy loads, being exposed to red hot welds and to bad weather. In order to avoid costly loss of production time due to cable failure, Ingalls always "plays safe" by using tough USS Amerclad Welding Cable. Its flexibility makes it easy to work with, too. TCI now carries large stocks of USS American Electrical Wire & Cable for all types of work.

**2 More miles at lower cost.** USS One-Wear Wrought Steel Wheels average 200,000 to 300,000 miles or more in normal freight car service. That's a lot more mileage than ordinary wheels give . . . a lot more time in revenue service with less time and money for repairs and replacement. Then, too, these stronger, safer wrought steel wheels are lighter weight than ordinary wheels and so give each car increased payload capacity. The ductility of these wheels cuts down on dangerous fracturing. TCI is the Southern distributor for USS Wrought Steel Wheels.



**3 Cotton Belt favorite . . . USS Arrow Cotton Ties.** It takes a lot of dependable strength to keep 500 pound bales of cotton tight and compact through rugged baling, loading, shipping and unloading. That's why so many ginners prefer USS Arrow Cotton Ties. These popular ties are too tough to break, yet they are easy to handle. And they will not cut through at the buckle. USS Arrow Cotton Ties are made under close quality control by TCI—the world's largest producer of cotton ties.

## USS STEEL PRODUCTS MADE OR DISTRIBUTED BY T.C.I. INCLUDE:

- Rolled, forged and drawn steel products.
- Structural shapes, plates, bars, small shapes, agricultural shapes, tool steel, strip, floor plate, cotton ties.
- Tin mill products.
- Steel sheet piling and H-bearing piles, bridge flooring.
- Concrete reinforcing bars, reinforcing mesh.
- Black, galvanized and special finish sheets.
- Rails, track accessories, wheels, axles, forgings.
- Wire and wire products, including woven wire fencing, barbed wire, bale ties, nails.
- Wire rope.
- Electrical wires and cables.
- USS High Strength Steels and USS Abrasion-Resisting Steels.
- USS Stainless Steel.
- Ground Open Hearth Basic Slag.

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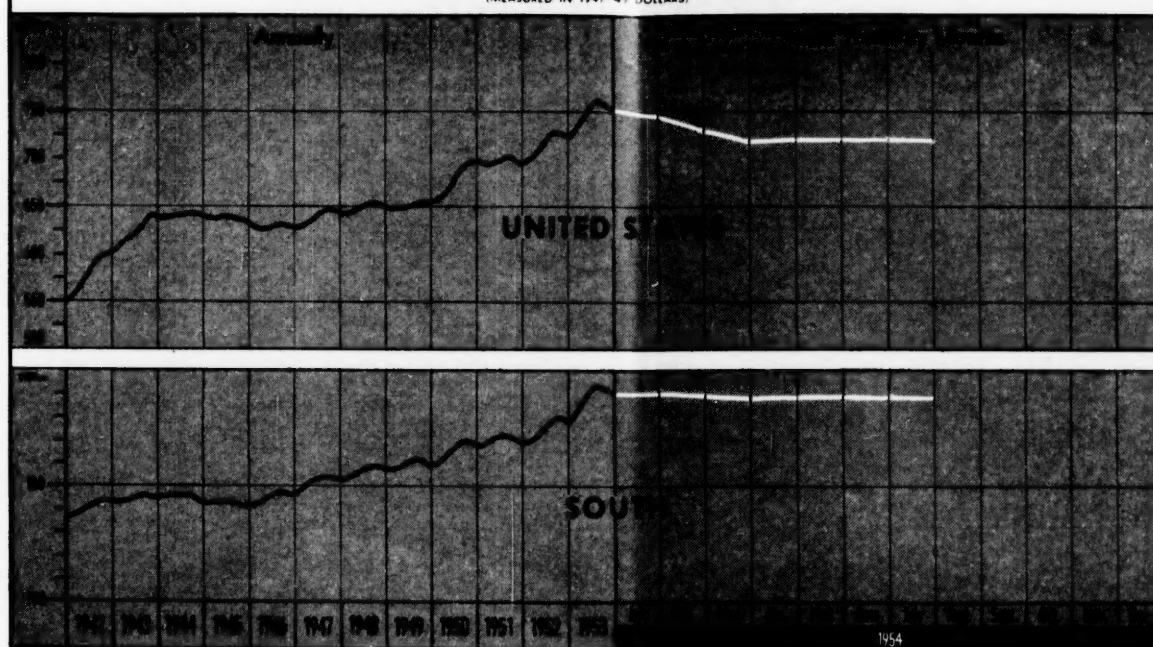


UNITED STATES STEEL

MANUFACTURERS RECORD FOR



**PHYSICAL VOLUME**  
OF  
ALL GOODS AND SERVICES TURNED OUT BY PRIVATE ENTERPRISE  
(MEASURED IN 1947-49 DOLLARS)



**Regional Indicators**

**Farm Marketings (\$ Mil.)**

	Jul* 1954	Jun 1954	Jul 1953
South .....	\$ 716	\$ 560	\$ 703
Other States .....	1,786	1,541	1,775
United States .....	2,502	2,101	2,478

\*Preliminary

**Construction (\$ Mil.)**

	Jul 1954	Jun 1954	Jul 1953
South .....	\$1,115	\$1,090	\$1,094
Other States .....	\$2,405	\$2,279	\$2,182
United States .....	\$3,520	\$3,369	\$3,276

**Mineral Output (\$ Mil.)**

	Jul 1954	Jun 1954	Jul 1953
South .....	\$ 561	\$ 558	\$ 580
Other States .....	448	447	492
United States .....	1,009	1,005	1,072

**Manufacturing (\$ Mil.)**

	Jul 1954	Jun 1954	Jul 1953
South .....	\$ 4,551	\$ 4,590	\$ 4,810
Other States .....	\$15,704	\$15,874	\$17,300
United States .....	\$20,255	\$20,464	\$22,110

**National Indicators**

	Latest Month	Previous Month	Year Ago
Personal Income (\$ Bil.) .....	\$ 286.5	\$ 286.5	\$ 288.2
Ave. Weekly Earnings (Mfg.) .....	\$ 70.92	\$ 71.68	\$ 71.33
Consumer Credit (\$ Mil.) ..	\$ 27,835	\$ 27,791	\$ 27,581
All Inventories (\$ Mil.) .....	\$ 78,362	\$ 78,991	\$ 81,116
Mfg. Inventories (\$ Mil.) .....	\$ 44,208	\$ 44,526	\$ 46,485
Trade Inventories (\$ Mil.) ..	\$ 34,154	\$ 34,465	\$ 34,631
Bank Debits (\$ Mil.) .....	\$154,859	\$163,407	\$147,957

	Latest Month	Previous Month	Year Ago
Ave. Weekly Hours (Mfg.) .....	39.4	39.6	40.3
Carloadings .....	3,251	2,730	3,758
Consumer Prices ('47-'49=100) .....	115.2	115.1	114.7
Retail Prices ('35-'39=100) .....	209.6	209.0	210.1
Wholesale Prices ('47-'49=100) .....	110.4	110.0	110.9
Construction Costs ('47-'49=100) .....	123.2	122.0	123.0
Electric Output (mil. kw. hrs.) .....	45,969	44,975	43,993

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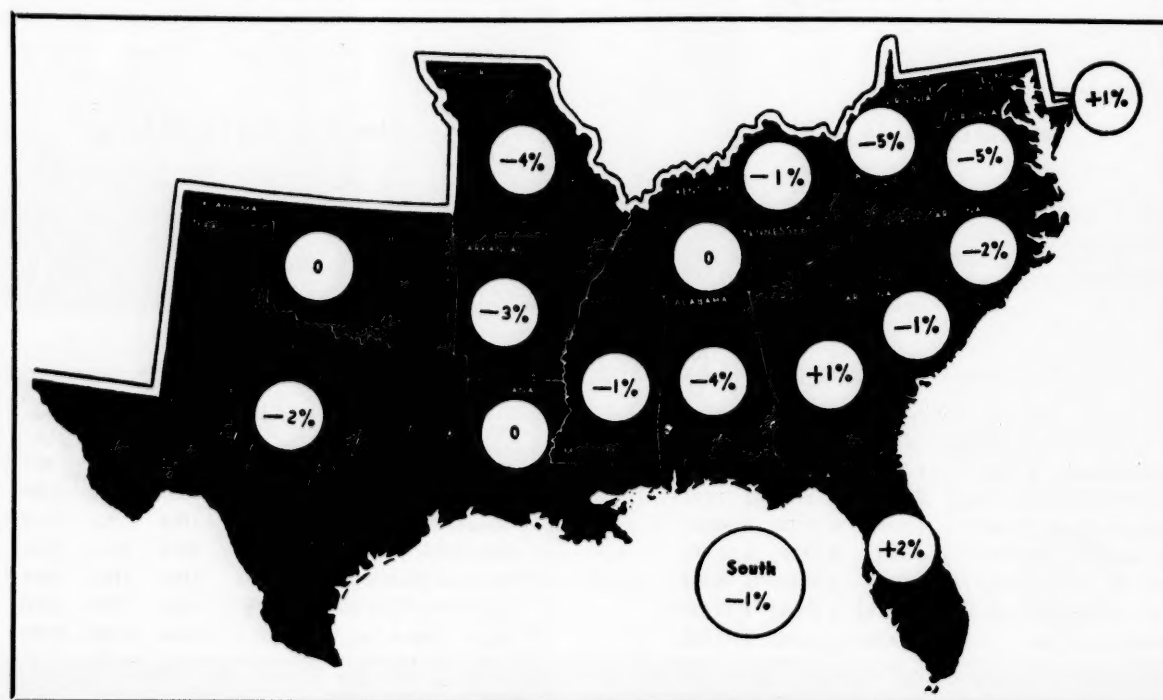


# SOUTHERN BUSINESS VOLUME

Business Volume by States (\$ Million)

First 7 mos. of 1954 with gain (or loss) over first 7 mos. of 1953

	Farm- ing	Min- ing	Con- struc- tion	Manu- factur- ing	Utili- ties	Fi- nance	Whole- sale Trade	Re- tail Trade	Serv- ice Trade	Busi- ness Volume
Ala.	\$ 176 +4%	\$ 67 -12%	\$ 241 -13%	\$ 1,617 -8%	\$ 260 -5%	\$ 206 +5%	\$ 1,097 -1%	\$ 1,248 -2%	\$ 200 +4%	\$ 5,112 -4%
Ark.	212 +18%	62 -3%	107 -20%	530 -4%	145 -8%	84 +3%	544 -3%	778 -4%	105 even	2,567 -3%
D. C.	—	—	144 -11%	133 -3%	168 even	224 +2%	913 -4%	902 -12%	192 even	2,676 -10%
Fla.	390 +12%	48 +8%	614 +4%	793 -3%	388 +3%	395 +12%	1,825 +4%	2,294 +5%	359 +4%	7,106 +2%
Ga.	332 +10%	21 +2%	365 +8%	2,245 -5%	358 -4%	309 +11%	2,721 +4%	1,570 -5%	303 -1%	8,224 +1%
Ky.	309 -4%	225 -5%	431 +20%	1,704 -7%	295 -2%	165 +7%	1,429 -4%	1,440 +3%	204 -2%	6,202 -1%
La.	141 +8%	500 +6%	432 -1%	1,782 -3%	416 even	220 +13%	1,306 -1%	1,428 +4%	209 +1%	6,434 even
Md.	165 even	7 -10%	468 +14%	2,208 -10%	384 +3%	338 +5%	1,882 +11%	1,708 +5%	268 +5%	7,428 +1%
Miss.	202 +8%	74 -1%	117 -12%	584 -8%	134 +2%	84 +9%	648 +5%	679 -3%	102 +1%	2,624 -1%
Mo.	578 +8%	60 +2%	432 -2%	3,371 -11%	655 -2%	569 +7%	4,647 -2%	2,438 -5%	531 even	13,281 -4%
N. C.	238 +7%	14 even	378 -25%	3,679 -5%	339 -5%	252 +8%	2,327 +5%	1,845 even	287 -1%	9,359 -2%
Okla.	300 even	364 even	287 +20%	1,028 -4%	253 -2%	182 +5%	1,179 +3%	1,173 -5%	206 +1%	4,972 even
S. C.	121 +3%	7 even	327 -21%	1,559 -6%	137 -4%	112 +2%	738 +7%	1,080 +5%	133 even	4,214 -1%
Tenn.	237 -3%	35 even	444 +16%	1,927 -8%	307 -1%	259 +8%	2,531 +4%	1,610 -1%	289 even	7,639 even
Tex.	850 +1%	1,902 -4%	1,327 +1%	5,881 -6%	1,150 -3%	927 +5%	5,787 +1%	5,371 -3%	944 even	24,139 -2%
Va.	240 +2%	59 -18%	415 -17%	2,387 -9%	415 -4%	313 +4%	1,328 -8%	1,745 -2%	273 +1%	7,175 -5%
W. Va.	81 -5%	406 -19%	153 +40%	946 -11%	255 -5%	103 +3%	617 -5%	853 -2%	136 +2%	3,550 -5%
South	4,572 +4%	3,851 -4%	6,682 even	32,374 -7%	6,059 -2%	4,742 +7%	31,519 +2%	28,162 -2%	4,741 even	122,702 -1%

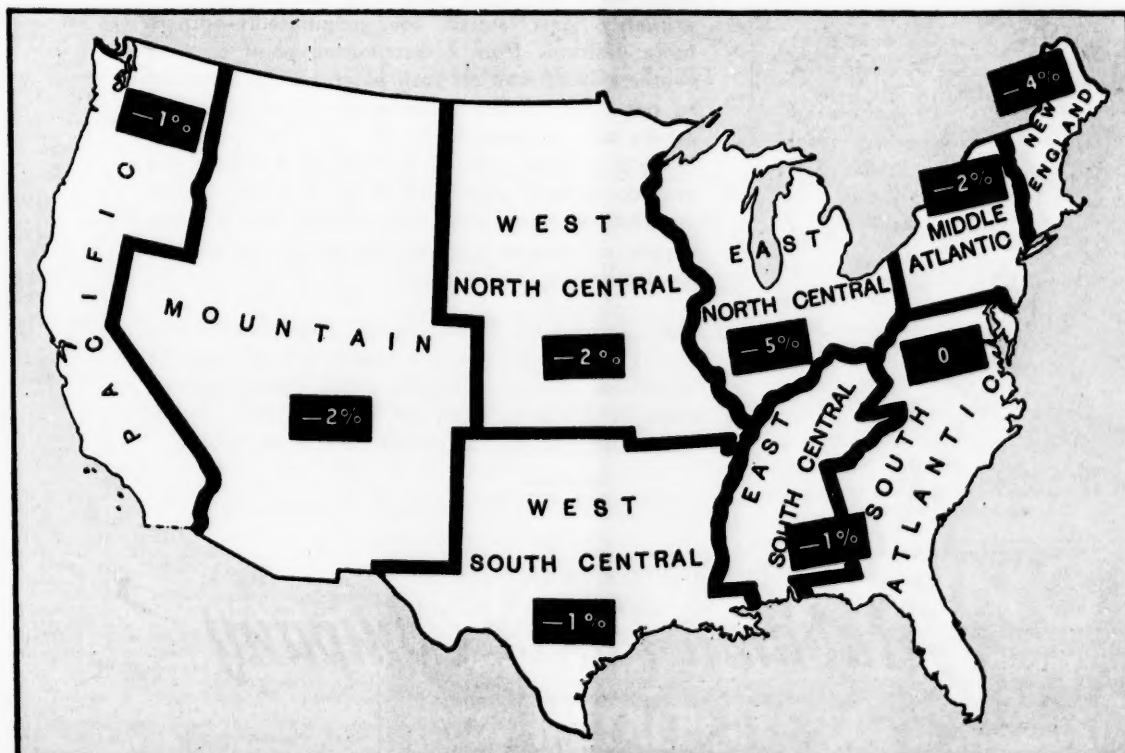


# NATIONAL BUSINESS VOLUME

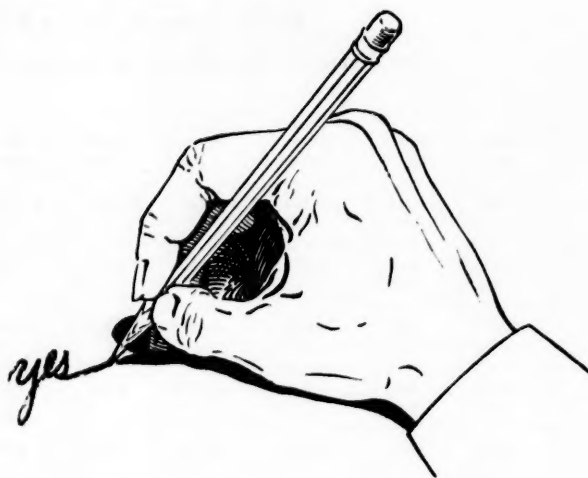
Business Volume by Regions (\$ Million)

First 7 mos. of 1954 with gain (or loss) over first 7 mos. of 1953

	Farm- ing	Min- ing	Con- struc- tion	Manu- factur- ing	Utili- ties	Fi- nance	Whole- sale Trade	Re- tail Trade	Service Trade	Busi- ness Volume
New Eng.	\$ 427 —5%	\$ 28 even	\$ 1,101 +7%	\$ 10,097 —11%	\$ 1,093 +1%	\$ 1,444 even	\$ 5,759 —1%	\$ 6,640 —1%	\$ 1,131 +4%	\$ 27,720 —4%
Mid. Atl.	1,113 —8%	549 —22%	3,919 +13%	34,404 —9%	4,933 —4%	5,644 +2%	37,712 even	19,169 —1%	5,320 even	112,763 —2%
E. N. Cen.	3,479 +4%	509 —10%	4,006 +5%	44,040 —13%	4,298 —4%	3,784 +4%	29,329 +1%	21,113 —1%	4,216 +3%	114,774 —5%
W. N. Cen.	4,365 +2%	586 —1%	1,601 +10%	10,929 —10%	2,048 —4%	1,618 +4%	14,076 —1%	9,006 —2%	1,487 even	45,716 —2%
S. Atl.	1,679 +6%	562 —16%	2,966 —2%	14,354 —7%	2,507 —2%	2,099 +6%	12,603 +4%	12,273 —1%	1,993 +1%	51,036 even
E. S. Cen.	924 even	401 —6%	1,233 +7%	5,832 —8%	996 —2%	714 +7%	5,705 +1%	4,977 even	795 +1%	21,577 —1%
W. S. Cen.	1,503 +3%	2,828 —1%	2,153 +2%	9,221 —5%	1,964 —2%	1,413 +6%	8,816 +1%	8,750 —2%	1,464 even	38,112 —1%
Mount.	866 —7%	832 —3%	758 even	2,248 —9%	844 —4%	485 +6%	2,990 +1%	3,374 —1%	577 —3%	12,974 —2%
Pacif.	1,629 —7%	735 even	2,397 +7%	13,715 —4%	2,256 —3%	2,037 +1%	11,735 even	10,264 —1%	2,513 +5%	47,281 —1%
U. S.	15,931 even	7,030 —5%	20,134 +5%	144,840 —4%	20,939 —3%	19,238 +3%	128,725 +1%	95,566 —1%	19,496 +1%	471,899 —2%



**EVERY section  
of Alabama  
doesn't have  
EVERYTHING!**



**(All Sections Have EVERYTHING  
for Certain Types of Industry)**

Some sections, some towns in Alabama are more suitable for one type of industry than another. Some are preferable for "hard goods" manufacture, some for soft—some for both. Some are primarily best suited for manufacture—others more desirable from a distribution point of view—others score well on both points. Some are close to one type of raw material—such as minerals; others have as their basic raw materials products of field or forest. Many sections of Alabama can provide copious quantities of good water for industrial processes. Some sections can offer a ready supply of women workers; in others the greater availability is among men.

Our Industrial Development Department will gladly present an analysis based on your kind of operation, whether large or small, indicating sections of Alabama likely to be most suitable for you. There is no obligation. Write or 'phone.

Industrial Development Department

***Alabama Power Company***

*Helping Develop Alabama*

Birmingham 2, Alabama

# NEW AND EXPANDING PLANTS

COMPILED FROM REPORTS PUBLISHED IN THE DAILY CONSTRUCTION BULLETIN

## ALABAMA

**BIRMINGHAM** — Chicago Bridge & Iron Co., 1500 N. 50th St., Birmingham, received bids for laboratory building. Van Keuren Davis & Co., Birmingham, Archts.

**BIRMINGHAM** — Molton, Allen & Williams plans \$1,000,000 warehouse between 6th St. S., 4th Place and Theta Ave.

**BIRMINGHAM** — National Biscuit Co., New York, let contract to J. F. Holley, Birmingham, at \$170,882 for warehouse and office building. Long & Gatling, Archts.

**BIRMINGHAM** — Pure Oil Co. let contract to Rives Construction Co. at \$166,000 for warehouse. Mims Ave. & 16th Way S.

**BIRMINGHAM** — Standard Oil Co. let contract to Rives Construction Co. for new plant office. 6th Ave. & S. 8th St.

**BIRMINGHAM** — U. S. Pipe Co. let contract to Persulini Constr. Co., Birmingham, at \$88,892 for commissary building, 26th St. and 24th Alley. Van Keuren Davis & Co., Archts.

**CORDOVA** — Allied Steel Products Co., John Van Duzer, president, Kenilworth, N. J., to construct \$100,000 plant, just across Warrior River.

**FAYETTE** — Town of Fayette has selected site for garment factory. Don B. Schuyler, 1st National Bank Building, Birmingham, Archt.

**TUSCALOOSA** — Wesley Foundation plans a \$130,000 Activities Building. Don B. Schuyler, 1st National Bank Bldg., Tuscaloosa, Archt.

## ARKANSAS

**LITTLE ROCK** — Goff Wholesale Grocery plans \$150,000 warehouse on 8-acre tract purchased from Rock Island Lines.

**LITTLE ROCK** — McKesson & Robbins, Inc., New York, plans building to house its wholesale operations.

## FLORIDA

**BARTOW** — Crown Cork & Seal Co. let contract to Consolidated Engineering Co., 20 E. Franklin St., Baltimore, for manufacturing plant.

**CRESTVIEW** — Tamco Corp., Chicago, manufacturer of boy's sport shirts, plans \$175,000 factory building. Roy Musikantow, Vice-Pres.

**DADE COUNTY** — A. V. Davis, 9555 Old Cutler Rd., Miami, let contract to B. E. Meyers, Inc., 365 Greco Ave., Coral Gables, at \$96,612 for cut flower preparation house. Pancoast, Ferendino, Skeels & Burnham, 927 41st St., Miami Beach, Archts.

**FT. LAUDERDALE** — Borden Dairy, c/o John O. Brendla, 511 N. Andrews Ave., Engineer, let contract to Porcher-Mellcamp, 708 E. Broward Blvd., for \$71,872 dairy plant.

**GAINESVILLE** — Employees Fidelity Fund, Inc., c/o Ebaugh & Goethe, 205 N. W. Tenth Ave., Engr., let contract to Ruscon Constr. Co., Box 575, Charleston, S. C. for \$698,740 electronic tube plant and utilities. John E. Pierson, Jr., 1308 S. Main St., Gainesville, Archt.

**HIALEAH** — Donson Corp., 3700 N.W. 78th St., Miami, let contract to Aaron Goldman, 1123 71st St., Miami Beach, for \$32,722 warehouse and factory. R. J. Schneider, 1234 S.E. 8th Ave., Hialeah, Archt.

**JACKSONVILLE** — Coleman-Evans Wood Preserving Co., Philip N. Coleman, president, plans \$150,000 plant to treat poles and railroad and industrial timbers.

**LAKE CITY** — Director, Construction Service, Veterans Administration, Munitions Bldg., Washington, D. C., received bid of \$39,950 from M. G. Aldridge, 1045 Patterson St., Macon, Ga., for improvements to water distribution system.

**MIAMI** — James Cohen (Rubel Corp.), 6701 N.E. 2nd Court, Miami, let contract to Van Dyne & Arnold Construction Co., 300 N.E. 68th St., Miami, for \$107,400 ice plant at 1395 N.W. 22nd St., Miami.

**MIAMI** — General Electric Co., c/o General Electric Realty Corp., 202 State St., Schenectady, New York, received bid from Gust K. Newberg Constr. Co., 99 N.E. 71st St., Miami, for office and warehouse building. N.W. 71st St. and 36th Ave. Steward & Skinner 223 S.E. 1st St., Miami, Archts.

**MIAMI** — Harving Realty, Inc., let contract to Hamilton Constr. Co., 151 N.E. 62nd St., at \$180,000 for garage and service building. 2180 N.W. 22nd St. (Tract 2 warehouse sub.). Watson & Deutschman, 409 Chamber of Commerce Bldg., Archts.

**MIAMI** — Haygood Bulek, Inc., 1799 S.W. 8th St., let contract to Lyle Roberts, Inc., 4105 Ponce de Leon Blvd., Coral Gables, for

\$140,000 garage and showroom, 2305 S.W. 8th St. R. K. Frese, 8310 N.E. 2nd Ave., Miami, Archt.

**MIAMI** — J. & M. Holding Co., 6045 N.W. 7th Ave., Miami, let contract to James Marcum, 1121 N.W. 49th St., Miami, at \$35,000 for warehouse, 7221 S.W. 2nd Court, Miami.

**MIAMI** — Maule Industries, Inc., 1760 Purdy Ave., Miami Beach, let contract to Witters Constr. Co., 1397 S.E. 10th Court, Hialeah, for \$275,360 office building at 5220 Biscayne Blvd., Miami. Pancoast, Ferendino, Skeels & Burnham, 927 41st St., Miami Beach, Archts.

**MIAMI BEACH** — Manhattan-Miami Corp., 220 N.W. 27th St., Miami, let contract to Isadore H. Rudnick, 1914 Marselle Drive, Miami, for \$113,700 factory at 297-99 N.W. 28th St.-2801-5 N.W. Third Ave. Lester Avery, 1521 S.W. First St., Miami, Archt.

## GEORGIA

**ALBANY** — A. & M. Karageusian, Inc., New York, plans \$400,000 expansion of Albany plant.

**ATLANTA** — Alterman Bros. (for Big Apple) let contract to Hardin & Traver, 350 Robin Hood Road at \$39,998 for warehouse and office building at 933 Lee St., S.W., Atlanta. Willner & Millkey, 761 Peachtree St., Archts.

**ATLANTA** — Atlanta Paper Co. let contract to Griffin Constr. Co., 26 Third St., N.W., for warehouse. Willner & Millkey, 761 Peachtree St., N.E., Archts.

**ATLANTA** — Dr. Pepper Bottling Co., Atlanta, received bid from Strother-Barge Co., 189 Cain St., N.E., Atlanta, for bottling plant and shops and garage building. Willner & Millkey, 761 Peachtree St., N.E., Atlanta, Assoc. Archts.

**ATLANTA** — Westinghouse Electric Corp., Atlanta, received bid from Jiroud Jones & Co., Walton Bldg., at \$123,734 for alterations

000 for warehouse addition at 2302 N. Third St. LeBlanc & Deen, Archts.

**CHALMETTE** — Kaiser Aluminum & Chemical Corp., Chalmette (Near New Orleans) received bids for three new buildings — electrical maintenance building, paste plant and pot re-lining.

**FRANKLINTON** — Washington Parish Police Jury, Franklinton, received bids for milk processing plant. Diboll-Kessels-Davis W. Godat & Assocs., 816 Howard Ave., New Orleans, Archts.-Engrs.

**GLENMORE** — Forest Hill Telephone Co., Glenmore, received bids for telephone lines for Glenmore area.

**HOUMA** — Louisiana Power & Light Co. received bids for district office building. Ebasco Services, Inc., Box 9287, Metairie Branch, New Orleans, La., Archt.

**KENNER** — Southern Bell Telephone & Telegraph Co., Kenner, let contract to Barge-Thompson Co., 136 Ellis St., N.E., Atlanta, Ga., for additions to present telephone building.

**NATCHITOCHES** — City Commission received bids for installing two dual-fuel engine-generating units and auxiliaries.

**NEW ORLEANS** — James E. Corniskey Co., Inc., 100 Common St., received bid from Wm. F. Oakes, Queen & Crescent Bldg., at \$92,000 for winery building at S. Johnson & Poydras Sts. H. Van Rappard, Godchaux Bldg., Archt.

**NEW ORLEANS** — Crescent City Leasing Corp. let contract to McDonough Constr. Co., 429 Balter Bldg., New Orleans, for warehouse and office building at 4201 Bienville St.

**PLAQUEMINES PARISH** — State Division of Administration, Baton Rouge, received bids for electric power line from Freeport Sulphur Co.'s power house at Garden Island Bay to Louisiana Wild Life & Fisheries Commission's Club House, near Johnson Pass.

**SHREVEPORT** — O. K. Cleaners received bid from W. D. Glassell, 465 Albert, at \$33,690 for cleaning plant building on Kings Highway. Louis E. Mossy, 47½ Crockett St., Archt.

**SHREVEPORT** — Schierer & Frey, Archts., 976 Jordan St., received bid for J. I. Roberts Co., for office and warehouse building to be occupied by Republic Supply Co., at \$28,888 from B. F. Watts, P.O. Box 4124, Shreveport.

## MARYLAND

**BALTIMORE** — American Oil Co., American Bldg., received bids for office addition.

**BALTIMORE** — Boston Realty Co., 2030 Aliceana St., plans warehouse at 801 Wagner Ave. Charles F. Brandt, Archt.

**BALTIMORE** — Esso Standard Oil Co., St. Paul & Franklin Sts., received bids for 33 KV switching station at refinery, Boston & Conkling Sts.

**BALTIMORE** — Esso Standard Oil Co., Franklin & St. Paul Sts., let contract to Foster Wheeler Corp. at \$3,236,000 for hydroformer.

**BALTIMORE** — Esso Standard Oil Co., Franklin & St. Paul Sts., plan \$24,000 control house, 3501-25 Boston St.

**BALTIMORE** — Milton Goodman, 1516 S. Caton Ave., Baltimore, plans office building at 1516 S. Caton Ave. David Harrison, 421 St. Paul St., Archt.

**BALTIMORE** — National Gypsum Co., Delaware Ave., Buffalo, New York, let contract to Baltimore Contractors, Inc., 711 S. Central Ave., at \$500,000 for manufacturing building, 2301 S. Newkirk St.

**BALTIMORE** — C. E. Stevens Bros., Inc., 14-16 W. Barre St., let contract to A. F. Sutch, 2107 Maryland Ave., for warehouse at 14-16 W. Barre St. Lucius R. White, 1009 N. Calvert St., Archt.

**CUMBERLAND** — Pittsburgh Plate Glass Co., Perry B. Higgins, president, let con-

(Continued on page 14)

## New and Expanding Plants

Reported in September 1954  
113

First Nine Months of 1954  
1041

First Nine Months of 1953  
1498

to District Combination building. Robert & Co., Assocs., 96 Poplar St., N.W., Atlanta, Archts.-Engrs.

**DALTON** — Bryant Realty Corp. received bids for factory addition for Lawtex Corp. Wilmot C. Douglas, Birmingham, Archt.

**MOULTREE** — Riverside Mfg. Co. received bids for \$400,000 garment plant. Robert & Co., Assocs., 96 Poplar St., N.W., Atlanta, Archts.

**WEST POINT** — Chattahoochee Valley Railway Co. received bids for underpass.

## KENTUCKY

**BURNSIDE** — T. N. Peck & Assocs., let \$3,000,000 general contract to Fluor Corp., San Francisco, Calif., for chemical plant.

**SHIVELY** — Brown-Forman Distillers Corp., Louisville, plan \$1,500,000 remodeling and expansion program for Early Times Distillery.

## LOUISIANA

**BATON ROUGE** — Jack's Cookie Co. let contract to C-B Const. Co., Box 1967, at \$35,-

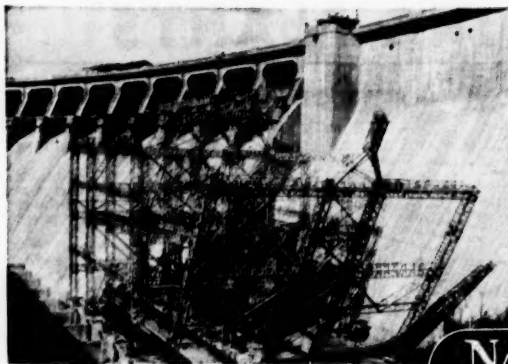
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Plants and offices in Nashville, Tennessee and Bessemer, Alabama. We also own and operate the Bessemer Galvanizing Works—largest galvanizing plant in the South.



**NASHVILLE BRIDGE COMPANY**  
NASHVILLE, TENN. — BESSEMER, ALA.

## NEW AND EXPANDING PLANTS

(Continued from page 13)

tracts as follows: George F. Hazelwood Co., Cumberland, for grading, sewers and road work at site of its \$40,000,000 plant; to T. F. Scholes Co., Reading, for laying railroad track on plant grounds.

**FAIRFIELD** — Hartol Petroleum Corp., Fairfield, received bids for office and shop building.

**GLEN BURNIE** — Boyd & Straus Ford Sales, Gov. Ritchie Highway & Marie Ave., received bid of \$93,812 from Frank D. Christliff, Inc., 2114 Maryland Ave., Baltimore, for sales office and shop. J. Prentiss Brown, 2437 N. Calvert St., Archt.

**WAGNERS POINT** — American Oil Co., American Bldg., Baltimore, received bids for office addition to Wagners Point.

### MISSISSIPPI

**CLARKSDALE** — Strutwear, Inc., Minneapolis, Minn., plans \$100,000 lingerie plant. Pritchard & Nickles, Tunica, Miss., Archts.

**COLUMBUS** — City received bid from D. S. McClanahan & Son, 1501 Main St., Columbus, at \$39,444 for new masonry and steel addition and alterations to building occupied by Stuart Packing Corp. Bill Archer, Southern Bldg., Meridian, Miss., Archt.-Engr.

**GRENADA** — Shaw's Packing Co., Inc., let contract to Moss Brothers Constr. Co., Grenada, for new building on E. Second St.

**JACKSON** — Frank R. Thomas received bid from E. F. Watkins, Box 4301 Fondren Station, Jackson, for \$35,000 cotton classing building. Eugene D. Drummond, Magruder Bldg., Archt.-Engr.

**NEW ALBANY** — Board of Supervisors of Union Co. let contract to J. E. Staub & Co., Fulton, Miss., at \$224,489 for plant building for Futorian Mfg. Co. John L. Turner, Jackson, Miss., Archt.

**QUITMAN** — Board of Supervisors of Clark Co., Courthouse, received bids for addition to building of Quitman Mfg. Co. Chris Risher, 408 Vise Clinic Bldg., Meridian, Archt.

### MISSOURI

**KANSAS CITY** — Thompson-Hayward Chemical Co., Kansas City, purchased 7 plants of Carman & Co., Inc., New York, and will spend about a million dollars ex-

panding the units. Included are plants in Kansas City, St. Louis, Houston, San Antonio and Fort Worth.

**ST. LOUIS** — Fruzola Co., 3669 Olive St., let contract to Standard Const. Co., 4800 Potomac St., for \$75,000 factory and warehouse.

**ST. LOUIS** — Monarch Packing Co., Eli Glazier, 3026 Elliot St., plan packing plant at 1548 Gratiot St. A. Stanley Knorth, Box 402, Rt. 13, Kirkwood 22, Archt.

**ST. LOUIS** — Weber Kraut & Canning Co., 1941 O'Fallon St., received bids for cannery building, 9112 Riverview Dr. Wedemeyer & Hecker, 111 N. 4th St., Archt.

### NORTH CAROLINA

**CHARLOTTE** — Allis-Chalmers Mfg. Co., Charlotte, let contract to J. A. Jones Constr. Co., Charlotte, for warehouse and office building. Marsh & Hawkins, Archt.

**CHARLOTTE** — Dixie Radio Supply Co., Inc., received bid of \$53,765 from Boyd & Goforth, Inc., for office and warehouse. Sloan & Wheatley, Archts.

**CHARLOTTE** — Southern Knitwear Mills, Inc., and Sterntex, Inc., Fred Stern, President, plan \$250,000 expansion of building at 622 E. 28th St. Sloan & Wheatley, Archts.

**CHARLOTTE** — Southern Electric Service Co. let contract to Wheatley & Co. for \$39,200 warehouse. Sloan & Wheatley, Archts.

**DURHAM** — Central Carolina Farmers Exchange, Durham, received bid from Hunt Const. Co., Durham, at \$72,490 for hatchery building. G. F. Hackney & Chas. F. Knott, Durham, Archts.

**HIGH POINT** — B. & W. Upholstering Co. plans new \$40,000 building.

**KINSTON** — City received bid of \$146,900 from Wm. Muirhead Construction Co., Durham, for power plant improvements.

**SHELBY** — City let contract to Blythe Bros. Co., Charlotte, at \$696,180 for municipal natural gas system.

**WILMINGTON** — Merry Transfer received bid from Luther T. Rogers, Inc., Wilmington, at \$47,630 for warehouse. Altobellis Assoc., Wilmington, Archt.

### OKLAHOMA

**OKLAHOMA** — Cherokee Pipe Line Co., owned by Continental Oil and Cities Serv-

ice, plans 1050 mile crude oil pipeline gathering and trunk system, and two crude oil lines extending 395 miles.

**ENID** — Chicago Corp., Fort Worth, let contract to M. W. Kellogg Co., Jersey City, N. J., for fluid catalytic cracking unit at Champlin Refinery, part of \$4,000,000 expansion program.

**TULSA** — Continental Baking Co., Sam F. Prest, Plant Manager, to erect \$1,250,000 plant in Sheridan Industrial Sites.

**TULSA** — Frank W. Murphy Manufacturers, Admiral Place, plans \$50,000 building, E/side Sheridan Road, for manufacture of safety switches for oil and irrigation equipment.

**TULSA** — Products Engineering Inc., to construct \$60,000 plant building for manufacture of high-temperature jet engine parts.

**TULSA** — Public Service Co. of Oklahoma, R. K. Lane, president, let contract to Horster Constr. Co., at \$325,000 for warehouse and office building, 15th St. & Fulton Ave.

### SOUTH CAROLINA

**CHARLESTON** — Associated Transport, Inc., P. L. Walker, Dist. Sales Mgr., Burlington, N. C., plans large truck terminal.

**CLEARWATER** — Clearwater Finishing Plant let contract to Claussen-Webster, Augusta, Ga., for warehouse.

**GREENVILLE** — Union Bay State Chemical Co., Kenneth C. Mittell, Indus. Sales Mgr., Cambridge, Mass., plans development laboratory at 15 Gordon St.

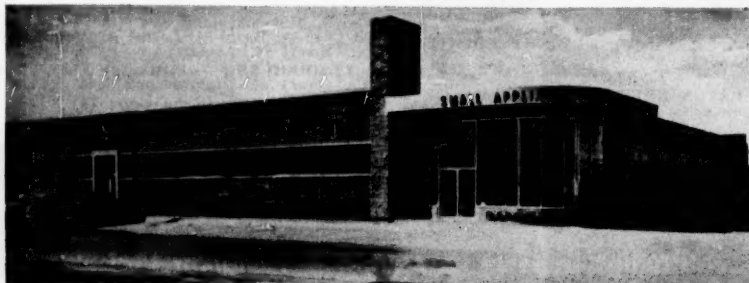
**GREENWOOD** — City let contract to Dixie Hardware & Mill Supply Co. for steel pipe for municipal natural gas system; to G. L. Patterson Co., Birmingham, at \$585,136 for transmission and distribution system; to Rockwell Mfg. Co., Atlanta, Ga., at \$79,759 for meters and regulators.

**SPARTANBURG** — Williams Printing Co. received bid from Potter-Shackelford Constr. Co. at \$46,695 for new building. Hudson & Chapman, Archts.

**TAYLORS** — Southern Bleachery Print Works, Inc., Taylors, let contract to Batson-Cook Co., Box 151, West Point, for alterations and additions to plant. Robert & Co., Assocs., 96 Poplar St., N.W., Atlanta, Archts.

(Continued on page 60)

## TRINITY INDUSTRIAL DISTRICT



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**Small Appliance Division**

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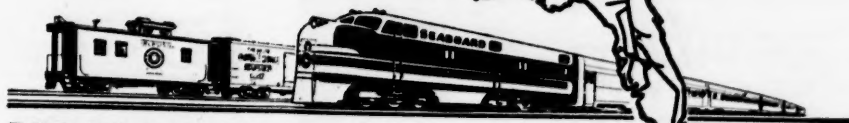
Before selecting the site for that new plant, by all means take advantage of our offer to supply you with detailed information on outstanding locations in the Seaboard Southeast.

Our experienced plant location service is available to you without cost or obligation. All correspondence and discussions will be held in strict confidence.

**WARREN T. WHITE**  
Assistant Vice President  
Seaboard Air Line Railroad Company  
Norfolk 10, Virginia



**SEABOARD**  
**AIR LINE RAILROAD**



**THROUGH THE HEART OF THE SOUTH**

OCTOBER NINETEEN FIFTY-FOUR

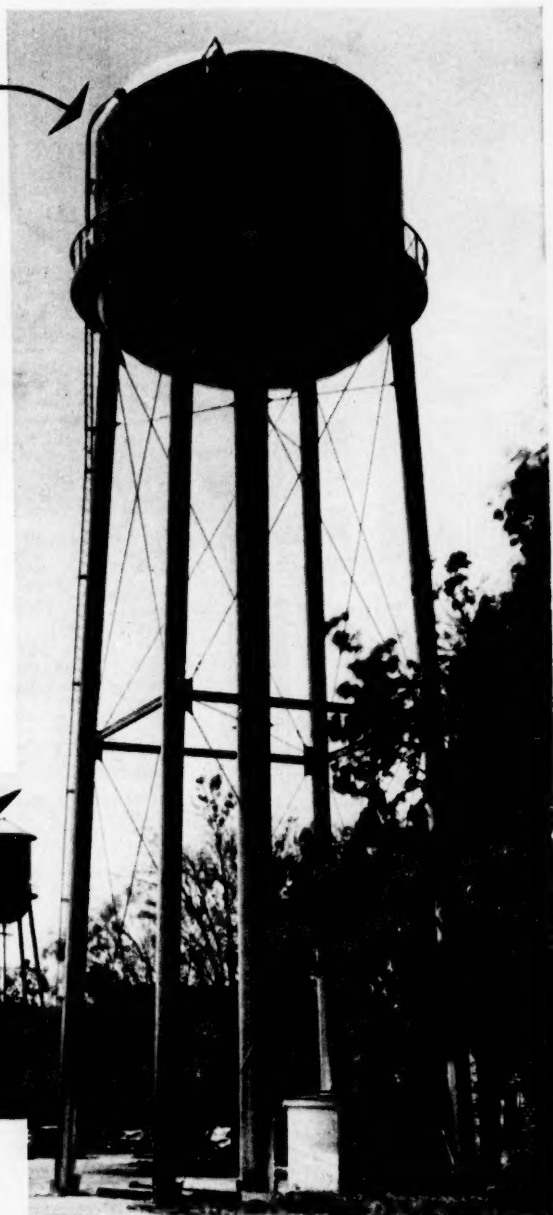
# The NEW and the OLD

in water service  
at Blackville

Shown in right foreground is a 100,000-gal. Horton® ellipsoidal-bottom elevated tank recently installed for municipal water service at Blackville, S. C. Horton elevated tanks of this type are graceful, streamlined structures with cylindrical columns and ellipsoidal roofs and bottoms. Butt welding, used throughout, provides smooth surfaces that are easy to maintain.

By way of contrast, shown in the background, is an old elevated tank, of the style that was popular many years ago.

To bring your municipal water system up-to-date in appearance as well as service, write our nearest office for estimates or quotations on a Horton elevated tank.



*New 100,000-gal. Horton ellipsoidal-bottom elevated tank and an unidentified elevated tank in water distribution system at Blackville, South Carolina.*

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Atlanta 3 ..... 2145 Healey Bldg.  
Birmingham 1 ..... 1530 North Fifth St.  
Boston 10 ..... 1020—201 Devonshire St.  
Chicago 4 ..... 2106 McCormick Bldg.  
Cleveland 15 ..... 2216 Midland Bldg.

Detroit 26 ..... 1510 Lafayette Bldg.  
Houston 2 ..... 2114 C & I Life Bldg.  
Los Angeles 17 ..... 1517 General Petroleum Bldg.  
New York 6 ..... 3313—165 Broadway Bldg.  
Philadelphia 3 ..... 1619—1700 Walnut Street Bldg.

Pittsburgh 19 ..... 3223 Alcon Bldg.  
Salt Lake City 4 ..... 520 West 17th South St.  
San Francisco 4 ..... 1540—200 Bush St.  
Seattle 1 ..... 1320 Henry Bldg.  
Tulsa 3 ..... 1611 Hunt Bldg.

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OCTOBER NINETEEN FIFTY-FOUR

## LITTLE GRAINS OF SAND

*"Little drops of water, little grains of sand,  
Make the mighty ocean, and the pleasant land."*

**Full Employment.** Political power opportunists like to exploit unemployment statistics. All unemployed, according to them, are intelligent and industrious. They never mention the incompetents whom no one will hire, nor those who work just enough to exploit the unemployment insurance system. Nor do they mention the group (usually labor laid off) who will take no job except the one they are used to.

Short of rule by force, war or arming for war, governments have never resolved full employment. The New Dealers and Fair Dealers couldn't do it short of war and arming for war. The dictators have never done it short of rule by force and violence.

**Good Objectives.** All men of good will want to see all other persons better off economically. Thus there is little or no debate as to the objectives of the welfare state. But there is a serious question about the means employed to realize them.

Granted that the ends of better housing, education, and health are desirable, what means shall be used to attain these ends? The collectivist or welfare-stater advocates the use of political action as the method for obtaining these objectives. The libertarian, on the other hand, believes that the nature of political action makes it an unfit means for productive tasks. He would rely instead on the release of the creative energies of men and women working cooperatively and competitively, with government acting only to curb predation such as murder and fraud.

It is important to note that the collectivist or welfare-stater, while he tests the objectives by moral principles, does not apply moral judgments to his means. Actually, his ends are prefigured in the means he adopts. When pressed, he usually admits the use of force implicit in political action; but he justifies his use of it by claiming that the people he hopes to help now are the innocent victims of political action of a previous

era. He refuses to see that two wrongs don't add up to a right.

If the collectivist seeks to apply moral principles to ends and means alike, then his own means are suspect because they violate the moral norms which most persons recognize as binding upon themselves as individuals. If he ceases to apply moral principles to his ends, as he has never applied them to his means, he will lose his chief stock in trade—his tedious moralizing about what he is going to do for some people when he commands the resources of other people.

**Immoral.** Public housing seems like a beneficent activity of government. Does it not clear slums and give people something they really need? Public housing provides a few people with better housing than they could otherwise afford. But the price gap between what they can afford and what they get has to be met, and it is met out of the funds of other people. To the extent that those in public housing benefit, those not in public housing lose.

Injury is deliberately done to some people by political action on the false assumption that there will be a compensating advantage to others. Taking what rightfully belongs to anyone, no matter how much he has, is morally wrong even though the stolen goods be put to some good use. That which is immoral when it is illegal, is still immoral even after majority vote has made it lawful.

**If you want your father to take care of you, that's paternalism. If you want your mother to take care of you, that's maternalism. If you want Uncle Sam to take care of you, that's Socialism. If you want your comrades to take care of you, that's Communism. But if you want to take care of yourself, that's Americanism. — Quote Magazine.**

**No Conflict.** The great contributions of large-scale enterprise are the outstanding feature of our economic system. While this is quite generally recognized, it is held in some quarters that Bigness is inherently bad as it drives out small business. This contention is unfounded.

As a matter of fact, there is no real conflict between  
(Continued on page 20)



**Cities Service  
goes for high stakes...**



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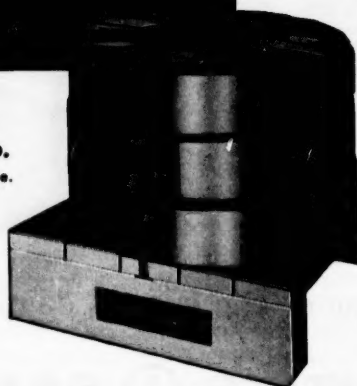
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230CMA

## LITTLE GRAINS OF SAND

(Continued from page 18)

big and small firms. Instead, there is a community of interest since each is a customer of the other and, regardless of size, both are on the same team providing for the wants of the people. This is clearly brought out in the case of the automobile industry. While auto production in this country is highly concentrated, according to the Automobile Manufacturers Association there are more than 600,000 small automotive enterprises including gas stations, repair garages, and trucking and taxi companies. In addition, there are approximately 25,000 outside suppliers of materials, parts, and services of one kind or another. Furthermore, about 1,000 independent concerns make tires, batteries, upholstery fabrics, car frames, and accessories. It is estimated that more than one person out of seven earns a living at tasks related to the automobile industry. This illustrates in a concrete and dramatic manner the close interrelationship of all types and sizes of business.


**Restraint of Trade?** The Justice Department's Anti-trust Division has moved to bring about dissolution of corporation owned and managed by a union. The Government filed a civil anti-trust complaint against the Seafarers Sea Chest Corporation and Seafarers International Union of North America (AFL). The Anti-trust Division charges the corporation has compelled shipowners to buy all their supplies for resale to seamen at sea from the corporation's Atlantic and Gulf port stores. Union control of ship personnel has made the monopolistic practice possible, the Department of Justice claims. The outcome of the case is important for both business and unionists because it should provide warnings as to how far unions may go in organizing and operating businesses tending to restrain active competition.

**Constant Pressure.** A powerful influence which works in the direction of inflation is that of the labor unions. The Executive Council of the American Federation of Labor boasts that in a year of reduced business activity more than half the wage settlements so far reported call for hourly wage increases of seven cents or more, and one-third for ten cents or more. No wonder the farm price declines of the past two years have not been passed on to the consumer. They've been absorbed not so much by the middleman, but by the middleman's employees.

Unions argue, of course, that rising wages stimulate sales and production. The truth is, however, that if rising wages are not the fruit of rising machine productivity, permitting greater output per worker, they necessarily boost costs and thus interfere with sales and production.

**Power From the Atom.** "There is no longer any question that power, specifically, electric power, can be produced from nuclear power plants. The question of practicability revolves solely around the question of cost. It is natural to ask, how close are we now to

(Continued on page 22)



**PEDESTRIAN BRIDGE** for Mt. Carmel High School, Lawson, Kentucky. This is one of the smallest suspension bridges designed and fabricated by American Bridge in many years. Structure was erected by the faculty and students of the school.

# Study in Extremes

by


## AMERICAN BRIDGE

**M**OST people associate American Bridge with *big* bridges. And that's understandable, for they're the ones that make the headlines.

But, American Bridge also builds small bridges. In fact, we have recently designed and fabricated a part of an exceptionally small suspension bridge. We show it here. And to give you a better idea of the wide variety of our work, we also show a picture of the famous San Francisco-Oakland Bay bridge, the world's greatest bridge.

What a study in extremes! The little pedestrian bridge is only 402' 7½" long and 6' wide, while the main structure for the tremendous San Francisco-Oakland Bay bridge is 22,720' long. It has two main suspension spans, each 2,310' long. The main span of the tiny foot bridge measures but 244' 7½"! The total weight of the smaller structure is approximately 25 tons; steel for the larger job weighs 201,000 tons!

Contrasting these two bridges is just another way of saying that no



**SAN FRANCISCO-OAKLAND BAY BRIDGE** fabricated and erected by American Bridge is the world's greatest. It is 8½ miles between terminals of which 4½ miles is steel superstructure over San Francisco Bay.

bridge is too large or too small for American Bridge. We have the fabricating facilities, erecting equipment and technically trained personnel to handle any type of steel construction with exacting precision, thoroughness and speed . . . any time, anywhere. For detailed information regarding your requirements, call our nearest office.

### Interesting Movie Now Available for FREE Showing

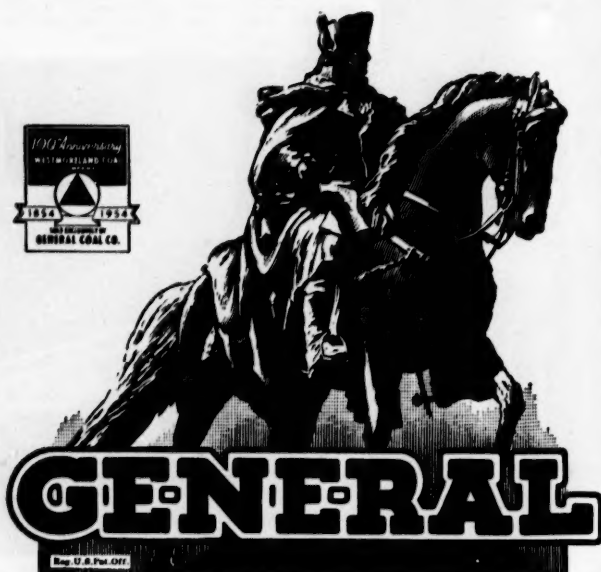
The new sound and color motion picture—*Building for the Nations*—a candid, factual photographic record of the highlights of the fabrication and erection of the United Nations Secretariat Building in New York is now available for free showing in churches, schools, clubs and industries. For bookings, write Pittsburgh office.

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## LITTLE GRAINS OF SAND

(Continued from page 20)

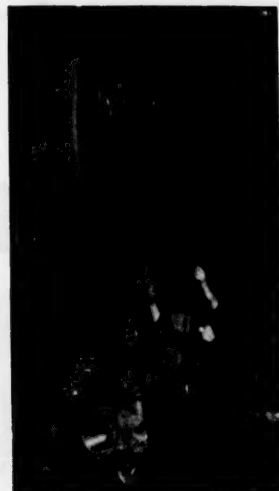
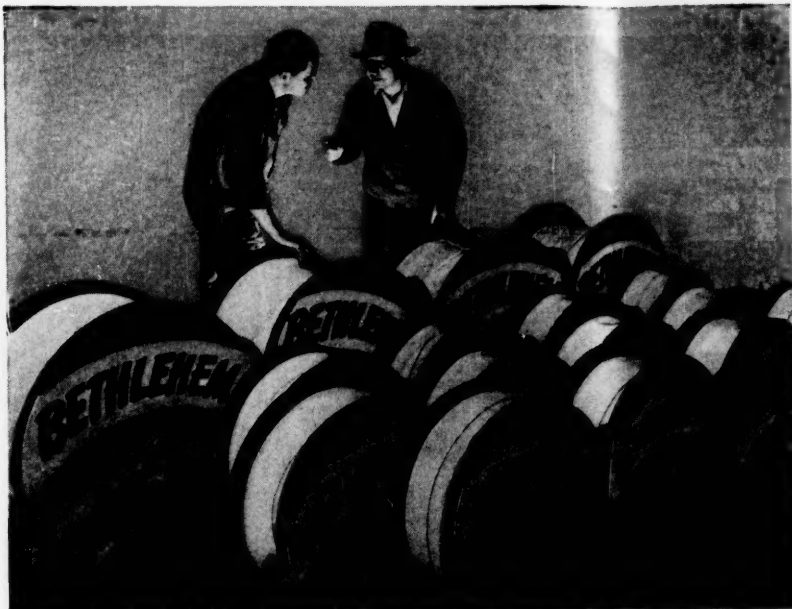
economic atomic power? Unfortunately, this is a difficult question to answer. We really don't know because as yet no plant specifically designed for economic civilian power has been built and operated. All we have available are estimates based on extrapolations from experimental units or units designed for military operation for which costs are hardly representative of industrial or 'civilian' central station plants."

—DR. L. R. HAFSTAD OF THE AEC

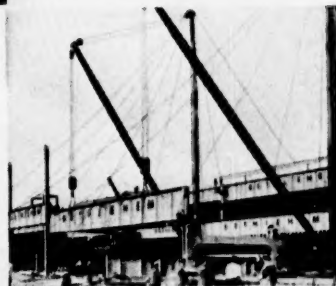
**Helpful.** The gold coin standard is no panacea. It does not balance the budget automatically. It does not protect against unsound credit practices. But it does exert an influence in the right direction, an influence that should not be underestimated. Under present circumstances, the influence would be psychological rather than anything else, but none the less healthy. Above all, it would mean the assurance of no dollar devaluation, thus contributing to the consolidation and stabilization of the domestic as well as of the international monetary outlook. And it is high time to restore an elementary freedom, the right to own gold, to the American citizen, a right that has been bestowed lately even on people with a minimum of freedom: the Soviet citizens.

**Railroad Management.** It is safe to say that no other group of executives has had to cope with as serious impediments as have those who manage our railroads. They have been handicapped by rigid government regulations that greatly hamper railroads in competition with other forms of transportation, by public criticism from people who do not know what is really happening with the railroads. Earning power is limited by fixed rates in good times and bad—so management has little room for adjustments to meet varying conditions or competition; recommendations by government boards respecting wage increases are almost certainly retroactive, and the retroactive award takes a huge slice out of the cash balance; if management seeks to compensate for increased costs through a rate increase, as much as a year must be spent obtaining authority from the Interstate Commerce Commission—and there is no retroactivity in rate increases. Yet, in the face of this, railroad executives are lifting themselves by their own boot straps. Somehow, they have found more than \$10 billion to invest in modernization since World War II. In 1954 they will spend \$400,000,000 on better roadway and tracks, yards and terminals, and \$400,000,000 on new locomotives and freight and passenger cars.

During the past few years, railroad managements have been able to increase earnings—although for a period of prosperity, the net return falls short of that obtainable by other industries. Moreover, improved equipment has made it possible to greatly increase efficiency in handling freight and passengers.



## Quick... Quick... Quick Deliveries



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Very near you — perhaps only a few blocks away — is a Bethlehem mill depot or distributor with big, complete stocks of the wire rope you want. When you're rushed — when you need wire rope in a hurry — use the telephone; give us the specifications and tell us to get your order rolling. Or, if you prefer, send your own truck and we'll have the reels waiting for you.

Bethlehem makes a type and grade of rope for every need. Big ones capable of handling many tons — for cranes, derricks, shovels, etc. Small ones for light industrial applications such as air

and electric hoists. And intermediate sizes for the vast range of jobs between the two extremes.

So, when hours or minutes count, give us a ring, or call the nearest Bethlehem distributor. By doing so, you'll find it easy to get the rope you need, and get it fast!

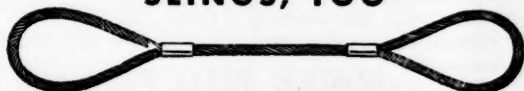
**BETHLEHEM STEEL COMPANY**

**BETHLEHEM, PA.**

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: Bethlehem Steel Export Corporation

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All sizes, all types . . . single-part, braided, grommet, bridle, and special. If your particular lift requires study, ask for the services of a Bethlehem engineer. He'll be glad to give you all possible help.







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*First* IN FLOOR GRATING

## **BORDEN MANUFACTURES EVERY TYPE FLOOR GRATING**

IN FERROUS AND NON-FERROUS METALS

### **BORDEN ALL-WELD DESIGN**

The best type for use where floors are subject to extreme corrosion or moisture — chemical plants, breweries and other process industries. There are no cracks, open joints, or holes in bars. This type made only in mild steel.

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Most substantial and oldest design of grating made, permits perfect distribution of loads. Made on the truss principle, Borden Riveted Gratings are hydraulically power-forged for strength and durability. Particularly recommended for aluminum.

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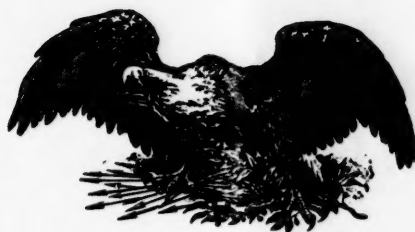
Neat, clean, durable, easy to paint and maintain. Pressure Locked Design permits maximum passage of light, heat and air. It is especially desirable in power plants, boiler rooms and all dry area. Deep cross bars increase lateral support.

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*"What Enriches the South Enriches the Nation"*

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## Unfair & Unjustifiable

Control by the businessman of all the variables adherent with the successful manufacture, sale and delivery of a product, even then does not assure success, when he is at the mercy of union terrorism in the form of a secondary boycott. When imposed, this most damaging of union tactics, used without any sense of responsibility to the consumer, to business and amazingly to their own union members, can stifle and eventually destroy the business selected for attack.

Let's look at the effect of a secondary boycott as it applies to each of the three groups, consumer, business, and union members. Invariably the consumer is the first to learn of the imposition of a boycott and frequently after the goods are purchased. Whether the consumer be the end purchaser of a product or whether an intermediary, such as a contractor or builder, he may be prevented from using the materials by the refusal of his own union employees to handle it or erect it, under orders from their local union. The fact that this consumer may lose business and goodwill is of little concern to the union in its ill-advised attempt to force its will on the original supplier by threatening the second firm.

Although the consumer, through no fault or dispute of his own, has suffered the loss of time, prestige and the product itself, he is further warned, by the pure economics of the situation, not to buy any more goods from the source being boycotted so as to avoid further loss. The innocent bystander is at the mercy of the whims of a selfish local or national union.

Another point of view is from that of a business. Even though an employer has a long time collective bargaining contract with a labor union, he has no assurance that his business will escape the damaging blows of a secondary boycott.

Take the case of the Burt Manufacturing Co. of Akron, Ohio, whose employees are represented by the CIO Steel Workers Union. Their troubles began soon after the collective bargaining agreement was ratified with the CIO. The company's employees had rejected a bid for affiliation with the AFL Sheet Metal Workers.

The company said it was informed by the AFL

affiliate that henceforth its products were being produced by "scab labor" and would be so listed despite the firm's union bargaining contract with the CIO.

Next the Akron firm was confronted with this situation: Business Agents of locals of the Sheet Metal Workers began approaching potential purchasers or potential users of Burt products informing them that if any Burt goods were specified or purchased for installation in any buildings, they would not be handled by the AFL members.

In this case, without provocation or justification, a bitter jurisdictional dispute between unions under the opposite international banner flared up against an employer as a secondary boycott.

Frequently within the same union under the same international banner competitive rivalry boils up in a secondary boycott as an attempt to force employers to reject certain terms of their collective bargaining contract with one local to meet or satisfy the demands of another.

A North Carolina motor truck freight hauler, signed to a strict "no strike, no lockout" contract with an AFL Teamsters local in that state finds the agreement negated by another Teamsters local at a terminal of his trucks' route in New York State.

The New York Teamsters local, seeking to force the trucker to give it half the driving jobs of their fellow union members from North Carolina, shuns the solemnly-executed bargain and with a secondary boycott bars him from doing business in their area.

Here, not only is the good faith of the business undermined but also the good faith of the union members. They joined the union in North Carolina so as to have representation, only to find their group strength weakened by the wanton action of their fellow union brothers in another state.

As long as secondary boycotts are permitted, the union member himself, the employer and the consumer have no assurance of protection under a contract.

The secondary boycott must be legislated against in order to end this form of union terrorism.

# Fall Elections As Usual To Ignore Role of Investor

The real reasons for our high standard of living are seldom mentioned by the political candidates.

By Robert S. Byfield

Financial Editor

**A**GAIN we find ourselves in the midst of a political campaign. In domestic affairs there is the ever present discussion of such vital matters as prosperity, jobs, farm prices, housing, and the cost of living.

The interests of "the people" are allegedly the prime consideration of all candidates for public office and those whose names will appear on ballots in November are for prosperity, the good life, abundance for all the deserving, just like they are for the flag, the constitution, the church, and it goes without saying, against sin. Each candidate believes he and his party have most of the right answers to these matters and, conversely, his opponents have the wrong answers. These observations are not made in a cynical vein. Election campaigns represent a healthy aspect of American tradition. In our republic they are the way that free men are expected to run for public office and in our own fashion, in the long run, we do a pretty good job with the mechanics of a democratic society.

Every other year, at about this season, we have stated that the investor is usually neglected by the politicians. Although he is not often mentioned directly his material stake in the economy is vitally affected by what those in office do and what their political opponents say they would do if they are elected. This year is no exception. For example, it is claimed in some quarters that there is too much unemployment, that we are in a recession, and that the remedy is for the Federal Government to expand the purchasing power of consumers. This should be done, it is said, by granting greater exemption from Federal income taxes at the bottom bracket, increasing wages, and providing bigger pensions, higher veterans payments, more social security and easier credit. No doubt that this will provide more money for personal expenditures. But that is not the whole story by any means. Any one who has had experience in security analysis knows that the industries catering to consumers' goods enjoy

steadier demand, sales, and employment than do certain other segments of the economy.

Consumer durable goods, such as automobiles, radios, television, and electrical and other appliances are in a more volatile category. The widest fluctuations occur in the capital goods industries the degree of whose prosperity is the basic determinant of whether or not we have over-all high employment in our economy or something less pleasant. As President Eisenhower, Secretary of the Treasury Humphrey, and others so clearly pointed out last Summer during the debate on the Internal Revenue Bill, individual consumers do not furnish the funds for heavy capital goods. It is American investors, whether individual or institutional, who in the first instance "buy" heavy capital goods such as factory buildings, equipment, machinery, electric power generating stations, oil refineries, gas transmission pipe lines, and innumerable similar items. Of course none of these would come into being if consumer demand did not exist but it is the investors who spark this process because there can be no jobs without capital formation.

It is to be regretted that one seldom hears the real story of what makes America prosperous from the mouth or the pen of those in public life. President Eisenhower was one of the first political leaders within the memory of this writer who boldly equated investment and jobs. Speaking over a coast to coast TV and radio network last March he stated that the average investment needed to buy the tools and facilities to create one job runs \$8,000 to \$12,000 and the more savings and investment can be encouraged the more prosperous 160 million Americans will be. It took courage to do that.

To search out the real sources of our prosperity one need not do a research job in some library or retain a staff of experts. More and more material is becoming available. Fortified by motion picture films and training programs many large corporations have been actively

engaged in employee and customer education programs with respect to "what makes our business system tick." There are many effective examples of magazine and newspaper advertising which comprise part of such endeavors. Here is the way a recent advertisement of a company making roller bearings reads:

"The farmer of fifty years ago spared neither his horses nor himself. Yet, compared to the farmer of 1954, he had amazingly little to show for it after a full day's work.

Today's farmer plows 5 times faster than the old-timers. He cuts hay 12 times faster. He picks 1,000 bushels of corn in the time it used to take for 75.

For today's farmer has a new kind of hired hand; Machines. Steel monsters that plow, sow, harvest, and do a thousand other man-killing jobs with ease!"

Again, the following is taken from the advertisement of an electrical manufacturing enterprise: "New products created 25,000 jobs (in our company) in the last nine years . . . and hundreds of new ideas are being developed to keep employment running and help America look better. . . . One out of every 5 people working in our plants owe their jobs to products we did not make before 1945."

Our economic structure is characterized by flexibility, decentralization, adequate and widely distributed incentives and rewards. Our society is freer than any other in the world because it has fewer inhibitions of class and status and restrictive laws. We have a natural inclination toward innovation and the creation of new products. Our anti-trust laws and business practices have kept competition keen and active with but few exceptions. The result is that we have reaped the fullest benefit from inventions, engineering and managerial skills as well as constantly improving technology. The simple result is that machines account today for 94% of our production of goods and services and human energy only 6%.

In the economic field, therefore, an effective test of the true beneficence and value of a legislative policy and program is available. The basic criteria should be, "Does it contribute to the increase of the quantity or quality of the tools, equipment, and other facilities at the disposal of the worker? Does it stimulate research, applied science, and technology? Will it assist the worker to increase his hourly output? Will it contribute to investment confidence, and by this we mean will it create conditions under which investors will wish to increase their savings and risk them in American business enterprises?" If these questions and others like them can be answered in the affirmative then the people will benefit.

There are numerous provisions of the new tax law which are highly constructive in this respect. Among them is the provision for some small reduction in the double taxation of corporate dividends, liberalization of certain estate tax provisions relative to life insurance,

(Continued on page 53)

# Detroit of the South

Per capita income in southern cities compares favorably with cities in North.

By Caldwell R. Walker

Editor, Business Trends

*This is the third article in a series by Mr. Walker analyzing the facts responsible for the disparity between per capita income in the South with that in the rest of the Nation.*

In previous issues of the RECORD comparisons have been drawn between Trenton, N. J., of the North and Greensboro, N. C., of the South, and between Pittsburgh of the North and Birmingham of the South.

The object of these analyses was to determine, if possible, the basic causes of the lower levels of income that prevail in the South.

In both of the comparisons mentioned above, it was shown clearly that Southern cities compare favorably with those of the North, so far as per capita income is concerned.

To gain additional certainty in the matter, one other such comparison will now be made, and if the same results are found to obtain, future analysis will be directed toward detailed examination of rural communities, to determine, if possible, what could be done in such communities to bring incomes into par with the National average.

In previous comparisons, Trenton and Greensboro were chosen because of parity in population and similarity of industrial structure; and Pittsburgh and Birmingham were selected for their obvious similarity in type of industry.

In the analysis which follows, similarity of industry, at least in a basic sense, will again form the basis for selection.

## Automobiles and Aircraft

For almost half a century, Detroit has been recognized as the Hub of Auto Manufacturing.

And, as such, the city plays an important and unique role in the economic scheme of the United States.

There are more than a few economists who believe that National prosperity in peace time rises and falls with the automobile industry, and right now auto production is being charted with keen interest as a possible indicator of things to come.

There is another industry in the Transportation Equipment group which lately has sprung into the limelight. This up and coming young industry is Aircraft Manufacture, and in its development at least one Southern community is blazing bright pioneer trails.

This community is the Dallas-Ft. Worth area of Texas, and such progress is being made there that civic leaders are calling their community the Detroit of Aircraft.

A comparison between these centers of automobile and aircraft production should be of interest, and it is hoped will shed further light upon the South's income picture.

## Statistical Comparison

The following tables present the general economic comparison in statistical form:

### Business Volume—\$Million—1953

	\$ Detroit & Wayne Co. Michigan	\$ Dallas & Tarrant Co.'s Texas
Farming & Rural	10	36
Mining & Extracting	8	534
Construction	496	565
Manufacturing	11,749	2,089
Utilities	599	553
Finance	528	554
Wholesale Trade	6,712	3,404
Retail Trade	3,365	1,677
Service & Professions	686	388
Total Business Volume	24,153	9,800
Population (000)	2,650	1,120
Per capita Bus. Volume	9,114	8,751

### \*Enterprise Income—\$Million—1953

	\$ Detroit & Wayne Co. Michigan	\$ Dallas & Tarrant Co.'s Texas
Farming & Rural	5	19
Mining & Extracting	5	233
Construction	236	269
Manufacturing	4,353	524
Utilities	339	337
Finance	239	251
Wholesale Trade	504	255
Retail Trade	718	359
Services & Professions	410	231

Total Enterprise, Inc.	6,838	2,478
Population (000)	2,650	1,120
Per capita Income	2,581	2,213

\*Payrolls and profits

The practical conclusion to be drawn from the foregoing data is that both business volume and incomes run somewhat lower in the Texas area than in Detroit when calculated on a per capita basis.

This same situation was found to obtain in Birmingham as compared with Pittsburgh, but this divergency was found to be compensated by correlative factors so that the two communities were found to rate on a relative par so far as living conditions and wellbeing are concerned.

It was found that the lower wage scales in Birmingham balanced off the difference in per capita income, and if the analysis had been pursued into cost of living, it would have been found that lower rents and other items of finance and service compensate for the discrepancy that is found in payrolls.

Detailed analysis shows the same set of compensations to prevail in Dallas-Ft. Worth in that community's comparison with Detroit.

Wage scales are lower, in almost the same proportion as per capita incomes, and fixed living costs are lower in almost the same proportion as wage scales.

Of one thing all who are interested may be sure, Southern industrial centers compare favorably with their counterparts in the North in every respect, including incomes and standards of living.

Of the South as a whole this cannot be said as all know who are interested. And those who are interested would like to know exactly why this condition prevails.

It has long been surmised that the situation as it exists is due primarily to a malapportionment between agriculture and other types of industry, but apparently the whole answer does not lie there. Because other sections of the United States also have predominant portions of their industry allotted to agriculture and still enjoy levels of income far above those that prevail in the South.

There must be other extenuating circumstances that will be interesting if they can be brought to light.

It will be our endeavor in the next series of these analyses to look at microscopically as possible into farming conditions as they exist in the South as compared to similar conditions in other parts of the Nation.



# South's Largest, Most Modern Electrically Driven Lumber Plant

Approaching reality is a new mammoth, electrically driven lumber plant, the South's largest, Kirby Lumber Corporation's new Lumber Mill at Silsbee, Texas. Most of the lumber drying, finishing and storage facilities are virtually complete. The main work yet to be done involves the Hydraulic Barking System, the Sawmill, Sorting Facilities, and Pulpwood Chip Handling and Storage Facilities. Construction of the Main Operating Office will be under way by mid-summer.

With the completion and initial operation of this new Kirby Plant, the South will see its first and largest ultra-modern, completely electrically driven lumber mill. The reality of this immense plant will be the culmination of planning for many years by Mr. J. K. Herndon, Vice President of Kirby Lumber Corporation, the Kirby Staff, and by the office of H. E. Bovay, Jr., Consulting Engineers.

During the period between 1948 and 1951, economic and appraisal studies and operating flow charts of the existing Kirby Mills (five at that time), led to the conclusion that consolidation of operations into one plant would be the best means of realizing the finished lumber

and by-products production from Kirby's vast timber holdings.

According to the consulting engineers, the Kirby Mill is one of the most thoroughly planned and engineered mills ever built. Exemplifying the completeness of effort to achieve the most modern and efficient equipment and layout is the fact that during the preparation of engineering plans and specifying and selecting equipment, no less than seven trips to the newest and largest mills in the country were made by members of the Consulting Engineers, accompanied by staff members and officials of Kirby. In addition, the latest in mechanical equipment and facilities throughout the South and Southeast were observed.

Supported by 550,000 acres of pine timber land in East Texas and Western Louisiana, the new mill is designed for an ultimate production of 75,000,000 board feet per year of timbers, special framing, dimension products and the complete run of finished pine lumber products. This cut can also be supplemented by 10-12,000,000 board feet of purchased small mill lumber. Since the Mill is equipped with Barkers to remove the bark from logs prior to sawing, re-

sulting in clean sawmill edgings, slabs and trimmings, it is expected that up to 35,000 cords of pulp wood chips annually will be available as a by-product of the operation. The remaining waste wood and bark, including the sawmill dust and planer shavings will produce the plant's need of steam, air and electrical power in its modern Power Plant.

Sawmill and sorting facilities are to operate two shifts; Power Plant and Kilns continuously; and remaining facilities are designed for one shift operations.

The present state of construction can be quickly seen in the aerial photograph of the Plant. The photograph was taken by H. E. Bovay, Jr., Consulting Engineers before construction began in December, 1952. It can be seen that the two gigantic and unique Log Storage Ponds are now completed and filled with water, ready for the receipt and storage of the first barked logs.

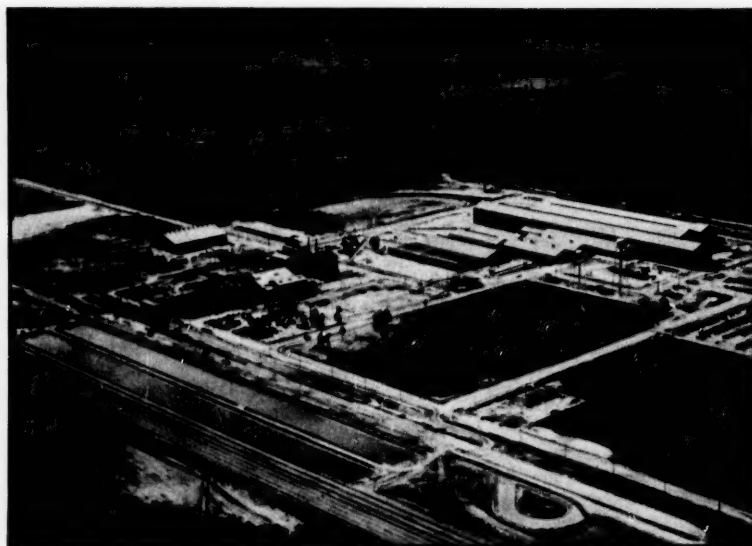
These ponds will store 5,000,000 feet of logs ahead of the sawmilling operation. Their main feature is the saving of logging equipment and reduction of cost of maintaining logging roads by obviating the necessity of woods operation during rainy weather. The presence of a large stock of clean, barked logs ready for the Sawmill, stored under running water to prevent degrading, will assure the Sawmill of continuous operation. Careful soil engineering was instrumental in reducing the cost of the concrete in these ponds as compared to methods before this relatively new science.

Work is complete on the ponds, rail lines adjacent and between them are being laid. A diesel powered 40 ton locomotive crane with grapple will deposit and remove packaged logs from the ponds to the rail cars.

The Barker Building is equipped with two-36" diameter hydraulic ring barkers which remove bark from the logs at rates up to 100 to 120 feet per minute by use of high pressure water streams, at pressures up to 1400 psig. Water is recirculated from the barkers back through the log ponds.

Logs from the forest are to be unloaded from rail cars and trucks onto duplicate deck ramps just ahead of the barkers. Two stiffleg derricks with 20-ton capacity, 80 foot booms, will do the work with remotely controlled log grapples.

Automatic conveyORIZED handling of logs and green lumber, and unit package handling of kiln dried and finished lumber is the key to the design of the Kirby Plant. Logs are to be handled in packages to and from the Ponds. Timbers are to be handled in packages to suit orders. Boards and dimension lumber will be continuously conveyed throughout the sawmilling, sorting and stacking operation; lumber will pass through the Kilns and Cooling Shed sorting and storing on kiln trucks, thence, into the closely integrated and carefully designed remanufacturing—storage—planing—shipping operations. High cost vehicles are virtually eliminated.



Kirby Lumber Corporation's mammoth pine lumber mill about to open in Silsbee, Texas. H. E. Bovay, Jr., Consulting Engineers.





In the foreground are the ammonia and nitric facilities, and in the background is the ammonia nitrate pelleting area.

## Sprawling Lion Oil Barton Plant Opens At St. Charles Parish, Louisiana

**T**HE muted roar of flaming gases in turret-shaped furnaces, the muffled exhaust of six colossal 2,500-horsepower engines, the pulsing of pumps and compressors as they speed liquids and gases through thousands of feet of piping—these sounds were blended with a hundred other exciting noises recently as The Barton Plant, Lion Oil Company's huge new nitrogen production facility in St. Charles Parish, La., passed its final operational tests and, for the first time went into full-scale production.

As it passed, Lion Oil Company's all-important step into the future had been completed—The Barton Plant, the greatest single manufacturing expansion ever undertaken, was a reality.

With that achievement, Lion's capital investment — and earning capacity—moved significantly into almost equal balance between chemical and oil industry operations . . . a stronger and more versatile Company, after 31 years of consistent development. Equipped with the greatest productive power in its history, the Company now looks forward eagerly to the vast potentials of the petro-chemical field, the most promising in industry.

As the plant began its operations, there was no ceremony to mark the oc-

casion, no applause . . . no speeches. Construction workers, having lived and worked at the scene for almost 24 months, had been departing for several weeks as successive groups of experts finished their work. Engineers of the plant designers were concluding the final inspections that assured perfection of workmanship and a good job well done. As dials and gauges recorded the operation of precision machines and complex apparatus throughout the plant, only minor adjustments were required to coordinate the sprawling, interrelated production system as it took on life, pulsing with heat, pressure and power.

In the spotless newness of a modernistic, glass-clad administration building, employees already were recording the shipments that meant good business and, in every part of the manufacturing area, the smell of fresh paint, of new machines in action—and profitable anhydrous ammonia—signaled that The Barton Plant not only was completed, but was in full-scale production.

Named in honor of Lion's Chairman of the Board, Col. T. H. Barton, the new installation is located on a 1400-acre tract adjacent to the Mississippi river just 14 miles upstream from the world-

wide gateway of The Port of New Orleans. The installation was designed to increase Lion's annual production of elemental nitrogen by more than 50 per cent, with anhydrous ammonia — made through the synthesis of nitrogen (from air and hydrogen (from) natural gas and water) — as the basic product of the plant's production line.

On an annual basis and operating at rated capacity, The Barton Plant will produce for market almost a quarter of a million tons of nitrogenous and carbon dioxide products. The nitrogenous products will represent a production of approximately 90,000 tons of elemental nitrogen per year, boosting Lion's total annual production of this valuable crop-boosting element to almost 250,000 tons per year.

These are the production statistics of The Barton Plant, the compelling reasons why it was planned and erected. The Plant, however, already has become something far more real and animate than statistics. The Barton Plant, now that it has been completed and is in operation, has emerged as that rare and impressive novelty among functional creations—a thing of impressive character and remarkable beauty.

# Southern Steel Plants Strong As Consumers Outpace Producers

By Sidney Fish

Industrial Analyst

The industrial recession of about 10 per cent in the early part of this year has thrown a spotlight on the ability of the South to meet such a test and to continue its rapid growth.

One of the best signs of the strength of industry in the South is the better showing made by the steel industry in this area than in other parts of the country during the first seven months of the year. This is of great importance, for it shows that the South has been steadily growing as a market for steel. Indeed, steel consumption has outpaced the growth in steel-making capacity in the area. This points towards the need for new steelmaking facilities in various Southern regions where materials and labor supply are adequate.

Statistics of the American Iron & Steel Institute show that steel ingot production in the Southern states has averaged 75.1 per cent of capacity from January through August. While this represents a dip from last year's near-capacity rates, two facts stand out: first, the Southern states' steel operating rate has held well above that for the country as a whole, which averaged only 69.4 per cent of capacity for the first seven months. Another important fact is that the rate of steel production in the South has held well above the rates of former recessions, pointing to the solid character of recent industrial growth in the South. Southern steel mills are earning a good profit at current rates.

Pig iron statistics show the same favorable comparison for the South. Pig iron output has averaged 78.1 per cent of capacity in the South for the first seven months of this year, compared with 70.3 per cent for the entire nation. The Southern area has outpaced every other region in the country. The Eastern district, for example averaged only 61.9 per cent; Pittsburgh-Youngstown, 63.0 per cent; Cleveland-Detroit, 59.5 per cent; Chicago, 69.4 per cent; and the West, another new, rapidly expanding area, 77.2 per cent.

The comparison in favor of the South is actually much better than these statistics indicate. For in addition to the steel and iron actually produced in Southern states, large quantities of finished steel are being shipped from plants in the Pittsburgh-Youngstown area to consumers below the Mason-Dixon line. These shipments are being made by rail, by truck and by river barges down the Ohio and Mississippi. On such shipments, steel plants in the North often absorb freight charges, so that they can remain competitive with Southern plants.

The influx of large new steel consuming industries into Kentucky, Alabama,

Mississippi, Georgia, Tennessee, the Carolinas, Texas and other Southern states has been impressively large in recent years. Almost every day, some new steel processing plant is announced for the South. This movement is rapidly bringing an unbalance between steel supply and demand. The South has become a big "deficit production" area, and it is questionable whether this situation can long continue, with competition keen in the steel industry.

Here is one illustration of how the need for more steel capacity in the South is beginning to bring correctives: Republic Steel Corporation, which has large integrated mills at Gadsden, Ala., has proposed to purchase from Follansbee Steel Corporation facilities which are now located at Follansbee, West Virginia. These facilities would be moved to Gadsden, under the plan. The equipment includes two cold reducing strip mills, two continuous cold sheet mills and one cold finishing strip mill. The annual capacity of the facilities includes 150,000 tons of cold rolled strip; 100,000 tons of cold rolled sheets; and 31,000 ton of long term sheets.

The proposed movement of these mills to Alabama indicates that Republic feels there is a better market for steel in the South than in the Pittsburgh area. Pittsburgh has a large excess of capacity in relation to nearby demand, while the South is a "steel deficit" area. Over the years, large sums in freight can be saved by locating a steel plant close to the point of consumption. In addition, commercial ties will be much closer when the customer knows that the mill supplying him is nearby and can make deliveries quickly and at low cost. During the period when steel was in short supply, all over the country, customers learned that the steel mill closest to them was the one that was most likely to take an interest in their problems and future plans, and would allocate steel more generously. The distant mills regarded far-off customers as fair-weather friends, who would only buy steel at long range as long as the scarcity existed.

Now steel is in plentiful supply on all products, and the laws of supply and demand are remorselessly bringing their correctives for areas of surplus production. It is likely that over the next few years, other steel companies will relocate northern rolling mills in the South, to take advantage of the rich and growing market for steel in this area. Much will depend on the national steel operating rate. If production remains in the 65 to 80 per cent area for two or three years, as seems possible, incentives for

moving facilities will be strong—particularly those of the smaller non-integrated companies. But if the steel rate climbs to near capacity levels, fully engaging northern facilities, there will be less likelihood that rolling mills will be moved.

In any event, it is certain that steel capacity, over the next 15 or 20 years, will have to be increased to take care of the growing demand. Arthur B. Homer, President of Bethlehem Steel, has calculated that by 1970, steel capacity will have to rise to 180 million to 200 million tons of ingots annually, compared with the present rate of 124 million.

Mr. Homer makes this estimate on the basis of long range trend lines for gross national product and for steel consumption. There is a close correlation, Mr. Homer points out, between steel capacity and gross national product, as shown by long term charts for each over the last 50 years. It appears that over the next 15 years, steel capacity will have to be increased by 5 million tons a year, which would require an investment annually of about \$1 billion a year.

It appears that the South is likely to benefit more by the construction of entirely new capacity in its area, than it will by the movement of excess steel-making facilities now located in the North. The favorable experience of Armco Steel's subsidiary, Sheffield Steel, with new basic capacity built in the Houston area, will serve as an incentive to other Northern producers to build steel plants at Southern industrial centers.

The building of entirely new integrated plants requires large investments. In expanding Southern capacity, steel producers are likely to seek ways of reducing the investment requirement. One solution is to build electric steel furnaces, which would use scrap to make steel, instead of building fully integrated plants, with coke ovens, blast furnaces for making pig iron, and open hearths for making steel. The electric furnace has been demonstrated to be fully competitive with the open hearth furnace, in periods when steel demand is active. When the demand for steel is a little slack, the electric furnaces can usually buy scrap on an advantageous basis and hence can remain competitive. Some steel companies — such as Bethlehem have demonstrated their faith in the electric furnace by building several of these plants on the Pacific Coast. While Bethlehem, with its huge plant at Sparrows Point, Maryland, is advantageously located for water-borne shipments to the Southern market, other large steel companies that are located exclusively in the North are handicapped in selling to the Southern market, and may want to expand in the South by building electric furnaces and rolling mills.

Unfortunately, during the years since the end of World War II, steel companies have found it necessary to seek to gain the largest increase in capacity with the funds available to them for investment. Hence they have expanded old plants, instead of building new ones. This com-

pulsion has arisen from unrealistically low depreciation charges, as allowed under income tax laws and regulations which made it difficult to set aside adequate funds for investments. Now that depreciation rules have been liberalized, under the Revenue Act of 1954, steel companies are likely, over the years to come, to feel free to plan more aggressively and to build entirely new plants, instead of merely expanding capacity at old locations. For while it is cheaper, as a rule, to expand capacity at an old plant, rather than to build an entirely new integrated plant, yet steel companies, will probably want to give more attention to the growing markets in various sections for which they will have to compete. Hence, they should be willing to pay a premium for new integrated capacity in the South, where the long term trend is toward a large growth in steel consumption, and where new facilities should be able to enjoy a profitable operating rate.

Of course, the big plants in the South which have expanded their capacity to 6,932,000 tons will continue to grow to satisfy the needs of the area. Within the last few years, additions to capacity have been made at Birmingham, Ala., and other locations by U. S. Steel, Republic and others.

But with the movement into the South of big fabricators like Worthington Corporation, Carrier Corp., Westinghouse Electric, General Electric Company, Babcock & Wilcox, International Harvester, General Motors, Ford Motor Co., and Chrysler Corp., the steel distribution picture has become a little more complicated. Steel is no longer consumed chiefly at two or three points, such as Birmingham, Atlanta and Houston. New areas of consumption have been created in Mississippi, Tennessee, Kentucky, Louisiana and many other points. Steel producers may in the future find it advantageous to set up new production capacity to take care of these customers.

Such a development would mean increased decentralization of the steel industry, which would contribute to national security. In a day when the power of the hydrogen bomb remains uncurbed, any way in which steel capacity can be spread over a large number of producing centers, instead of being concentrated in Pittsburgh, Cleveland, Youngstown and Chicago, is a step towards making the nation stronger. Indeed, the Government may, in time, develop new tax incentives designed to encourage the location of steel plants at new centers of production, since dispersion aids national security.

In any event, steel has been demonstrated to be a growth industry. Its leaders are thinking in terms of long range growth. They are looking ahead ten, fifteen, twenty years in their planning. Now is the time for Southern states and Southern steel consumers to use their best arguments on steel executives in favor of locating new steel capacity in the South, where consumption is likely to increase rapidly over the next decade or two.

## \$34,000,000 ROANOKE RAPIDS POWER STATION



Work on gouging out a mile and one-half gorge through solid granite is 70 per cent completed. Portable pipe, aids project. Stone & Webster Engineering Corp., builders of the huge power project report 50 per cent of the concrete pouring job on the 100,000 kw powerhouse and the dam has been completed.

The Roanoke Rapids Dam is part of Virginia Power and Electric Company's \$53,000,000 construction budget for 1954. The dam itself will cost an estimated \$34,000,000 and will be capable of generating 100,000 kilowatts of electricity. The reservoir of the complete dam is expected to cover 4,900 acres.

The dam will require 285,000 cu. yds. of concrete. It will be necessary to excavate 84,000 cu. yds. of earth and 1,325,000 yds. of solid rock. Over 20,000 lin. ft. of drilling will be required for the foundation.

In charge of design and construction for the project is Stone and Webster Engineering Corp., with Charles T. Main, Inc. associate engineers.

A new cost saving tool for engineering contractors, the portable aluminum pipeline, is receiving a rigorous test during construction of the \$34,000,000 Roanoke Rapids Dam project of the Virginia Electric and Power Company in North Carolina.

Approximately 8,500 feet of 6-in. aluminum pipe is being used to supply compressed air to the wagon drills of Central Engineering and Contracting Corporation. This subcontractor is engaged in excavating over 1,000,000 cubic yards of solid rock to form the 8,000-ft. long tail race for the dam. The tail race will be 80 ft. wide and 45 ft. deep (average).

The light weight of the aluminum pipe, and the ease of coupling and uncoupling, according to Alcoa allow distinct cost savings in moving the air line as the job progresses. A 20-ft. length of this 6-in. pipe weighs only 27 lbs. and can easily be handled and connected by one man.

Central Engineering and Contract-

ing uses as many as six, 600 cfm diesel-powered air compressors to feed air to one of the several aluminum lines used. With an air pressure of approximately 105 psi in the line, 8 to 10 wagon drills simultaneously get their source of power through the aluminum pipe.

The aluminum lines are also used to supply compressed air to a special "drill jumbo." This unit consists of 14 drills assembled in a single rig that will allow simultaneous drilling of 14 holes. By speeding up the drilling operation, blasting and grading can in turn be accomplished more rapidly.

Fast coupling and uncoupling of the aluminum lines is made possible with the aluminum allow couplings that were supplied by R. M. Wade and Co. To connect the air lines with these couplings, sections of pipe are inserted in each end of the coupling and a locking pin is slipped into the coupling. A sleeve with an arm is attached to each end of the pipe sections to provide a means of attachment to the coupling. The pin when inserted attaches the arms to the coupling.

While this type of aluminum line is a new development in piping water or compressed air for construction work, it has had long and successful use on the farm for portable irrigation. Aluminum irrigation pipe, used with a type of coupling similar to the one described above, has had widespread use by farmers since World War II as a source of supplementary rainfall. Approximately 30,000 miles of aluminum pipe have been sold for this application.



# America's First Industrial Plant To Be Memorialized At Jamestown

Never before have so many Virginians been engaged in a mammoth plan to give the world a see-for-yourself peek at democracy at its grass-roots—or it might be more accurate to say, at its industrial roots. In 1957, when the eyes of the world will be focused on Jamestown, and millions of visitors pour into this little Island, to celebrate the 350th anniversary of the founding of the first permanent settlement in the New World, they will be treated to "no world's fair type of carnival," but to an exposition of historically accurate restored plantations, plants, and projects, which will make history come alive, and remain of permanent value to the State and Nation.

An ambitious long-range program, mapped out by a twenty-seven member Federal and State Commission, is now in the final planning stages. Stanley Abbott, Superintendent of the Colonial National Historical Park, and Executive Director of the 10 man Federal Commission, has announced plans for the \$2,800,000 government parkway extension program, which will accelerate the construction of Peninsula Parkways and roads. Of primary importance is the extension of the Colonial Parkway 7.8 miles, between Williamsburg and Jamestown, with the erection of causeways and bridges over the marshes and waterways along the route. Federal plans also include the construction of a new \$450,000 ferry strip at Glasshouse Point, which will accommodate the Jamestown-Scot-

land Wharf ferry boat run on the James River, and at the same time restore the historic isthmus link between Virginia's mainland and Jamestown Island.

Of special interest is the announcement, that American industrialists are cooperating with the Commissions, and have already underwritten the costs of restoring the first glass factory, and colonial plantations on the Island, and closely adjoining settlement.

Second only to the historical importance, is the industrial significance of the celebration, for Jamestown was not only the landing place of the first permanent English Colonists in the New World, it was the birthplace of American industry. Here, in 1608, hardly more than a year after the first settlement was made on the Island, a glass factory was set up. And that same year when Captain Newport left for England, he carried with him "tryals of Pitch, Tarre, Glasse, Frankincense, Sope Ashes; with that Clapboard and Waynscot that could be provided."

Singularly enough, early historians and archeologists gave little serious thought to Jamestown's industrial ventures, and for nearly 350 years this important part of our national "beginnings" has been shrouded in mystery.

It was not until 1934, after the major part of Jamestown Island had been acquired by the United States Government, and placed under the custody of the National Park Service, Department of the Interior, that trained historians and

archeologists set to work to re-discover old "James Towne," and to link up the seventeenth century with the present.

As layer after layer of the accumulated soil of three centuries was peeled off, the remains of more than 50 buildings were uncovered. Foundations of some of the most prominent structures at Jamestown, including the State House and Governor's palaces, were uncovered, and traced in perfect detail. Brick and lime kilns were found, even well preserved cellars, with quantities of fragments of glass, roofing tile, and other building materials, proving without doubt that these early colonists made much of their own brick and roofing tile, as well as glass and pottery. The findings have astonished even the most optimistic. Historians have gleaned data, which, when pieced together gives a fairly complete picture of life at Jamestown during the seventeenth century. The material and information found beneath the ground, is of such quantity and type as to enable the Jamestown Commission to restore many of the structures.

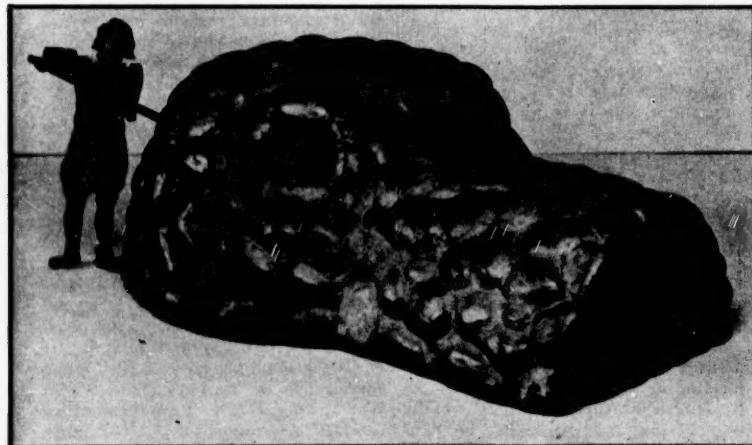
Fortunately, before the beginning of this excavation, an accidental discovery had been made of the location of the Jamestown Glass House. This glass factory, according to J. C. Harrington, Regional National Park Service Archeologist, was America's first industrial plant, and the manufacture of glass, America's first industry.

The glass factory, as described by Captain John Smith, was located "in the woods neare a mile from Jamestown," or as James Strachey described it, "A little without the Island where Jamestown stands." Strachey also noted, "The Country wants not Salsodiak to make glasse of, and of which we have some storre in a goodly howse sett up for the porpose, with all offices and furnaces thereto belonging."

But the "goodly howse and furnaces" were abandoned shortly after the Indian massacre in 1622, soon wrecked and their crumbling ruins buried under heavy blankets of leaf mold and soil. Possibly, after the first 50 years no trace of the furnaces were left above the ground. Even the site was forgotten.

Land records dating back to 1654, described in the property transfer, "Twenty-four Acres of Land commonly known by the Name of Glass House." Down through the centuries, a continuous chain of title and local legend, fixed the factory site on a point of land directly across from Jamestown Island. And it was known that this tract of land had been connected to the Island by a narrow isthmus in 1607, and for many years after the settlement of Jamestown had occurred.

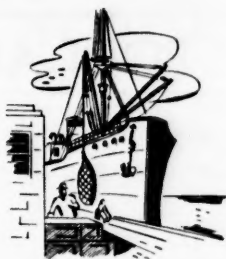
On November 1st, 1952, representatives of the National Park Service, and Glass Crafts of America, meeting in Williamsburg, announced plans for restoring the glass furnaces, and developing the Glass House Point Area into a National Center of historical, cultural and industrial interest. Such a memorial, it is believed, will attract visitors from all over the world.



Staring out of the past, like a dogs head, is this conjectural restoration of the main working glass furnace.



# PORT



# ACTIVITY

## ALABAMA

**Tonnage decrease**—Alabama State Docks and Terminals handled 407,730 tons of traffic during July, 13 per cent less than in June and 13 per cent less than in July 1953. This was the smallest amount of traffic handled by the system since May 1953.

Inbound traffic during July totaled 338,028 tons, 11 per cent below June and 16 per cent below the year-ago level. Of the incoming traffic, shipments of products of forests showed the largest percentage decline (92 per cent) over the year. Products of mines, which accounted for 84 per cent of total inbound shipments, declined 18 per cent from the July 1953 level. Incoming shipments of products of agriculture and manufactures and miscellaneous products increased 6 per cent and 5 per cent, respectively, over the year-ago level.

Outbound traffic in July amounted to 69,702 tons, 21 per cent less than was exported during June but 8 per cent above the July 1953 exports. Outgoing shipments of products of mines decreased 47 per cent from last July while products of forests exports decreased 3 per cent. The outbound shipments of manufactures and miscellaneous products increased 50 per cent over the comparable 1953 period.

### Mobile

**Bulk imports**—The United States is the most important consumer of Chilean nitrates in the world. From the most barren spot on earth, the tree-less, waterless nitrate desert of northern Chile, comes the nitrate that is imported through seven ports along the Gulf Coast where warehouses are maintained by the Chilean Nitrate Sales Corporation who import and wholesale this fertilizer.

Mobile receives a larger quantity per year than any other Gulf port. Mr. Robert W. O'Connor, port supervisor of the Chilean Nitrate Sales Corporation for the seven Gulf ports, attributes this to "the fast dispatch received in discharging our vessels by the Alabama State Docks bulk material handling plant, the modern warehouse with all automatic bagging machinery which enables our shops to be completely discharged in less than half the time required at other U. S. ports."

**New President Gulf Ports Association**—J. F. Turner, General Manager of the Alabama State Docks Board, was elected president of the Gulf Ports Association

for the coming year at the annual meeting in Houston, September 21. The new president served as first vice president of the association during the past year.

Vernon Bailey, director of port operations in Houston, and R. B. Swenson, director of the port of Gulfport, Miss., were elected first and second vice presidents respectively. Mitchell C. Cunningham, traffic manager at the Alabama State Docks, was appointed secretary-treasurer of the association.

Turner has 25 years' experience in port operations and management and has been top executive of the state port facilities in Mobile since 1951. He joined the State Docks only a year after its establishment, beginning his career in the wharves and warehouses department. Since that time, he has advanced from one position to another in different departments, obtaining a thorough knowledge of port operations.

Since he has been manager of the \$35,000,000 Alabama State Docks, well over \$4,000,000 in new facilities have been added, and consistent gains in revenues from port operations have been evident.

## FLORIDA

### Jacksonville

**1953 Record year**—Comparison studies made from the Corps of Engineers Data show that 1953 was a record year for the Port of Jacksonville.

Domestic or coastwise shipping is very much alive, despite all the rumors that it died with World War II. Maybe it has not returned to the "hey day" of pre-war, but it is increasing at a rate of 25 to 50 per cent each year at Jacksonville.

Coastwise shipping, by barge or deep-sea vessel, is the new rule among kraft paper manufacturers along the Atlantic Seaboard. Shipping by barge is important in delivery of soap and steel products from the Middle Atlantic to Southeastern States.

Naval stores shipments have been slow during recent years, however Jacksonville remains near the center of this industry and will enjoy the business whenever market conditions are right.

At the Municipal Docks canned meats from the Argentine and Uruguay are a by-product of the large coffee trade.

Two "super houses" and several other fertilizer plants create a sizable movement of bulk materials in the Port. Noteworthy among package items is the heavy

trade in soap products via the inland waterway.

Indications are that 1954 tonnage will be similar in most respects to those for 1953, reflecting a steady growth in virtually all commodity movements. One marked deviation from this rule is anticipated, however in that the 1954 study will show a large movement of fresh citrus fruits to Europe for the first time since before the war.

## LOUISIANA

### Baton Rouge

**Expansion planned**—The Port of Greater Baton Rouge moved forward in many tangible phases of its development during the past several months, according to recent announcements by the Port Commission.

Ernest Wilson, Port Commission President, recently announced that construction will begin this fall on such facilities as docks, finger piers, auxiliary facilities for ship and barge general cargo traffic, and for two specialized terminals for handling grain and molasses.

It was also announced that Cargill, Inc., Minneapolis, Minn., has agreed to sign a 20 year lease to operate the Commission's proposed two and one half million bushel terminal grain elevator which is estimated to cost about \$3 million.

The Industrial Molasses Corp., Leonia, N. J., has agreed to lease a \$500,000 molasses tank farm and shipping terminal. This terminal will also be operated by the Port Commission as a public terminal on a tariff basis.

Sale of bonds for construction of the new port facilities has been authorized in the amount of \$15 million.

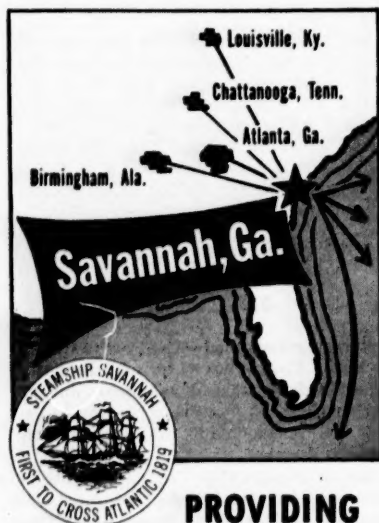
A 1,336,340 ton increase in water-borne commerce for the Port of Baton Rouge in 1953 was the largest increase among ports in Louisiana. Total 1953 tonnage for Baton Rouge was 15,809,843.

### New Orleans

**Truck unloading facilities**—The Port Commission is preparing to install truck unloading facilities at the Public Grain Elevator, it was announced recently by W. B. Fox, president of the Board of Commissioners of the Port of New Orleans. These new unloading facilities will round out the Public Grain Elevator for serving all forms of transportation for bulk grain and soybeans. In the design

(Continued on next page)

# NEW SAVANNAH STATE DOCKS



**PROVIDING  
FASTER HANDLING  
LOWER COST  
INDUSTRIAL SITES**



Fully-equipped for economical, fast, safe handling of imports and exports, the Savannah State Docks have many advantages. Included are the latest cargo handling devices, shipside railroad trackage, modern fumigating plant, unobstructed transit sheds with excellent truck-loading facilities. First-class industrial tracts adjoin the docks, which are served by five railroads and 26 truck lines.

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## PORT ACTIVITY

(Continued from page 33)

for the new elevator dedicated last November, provision was made for these installations as soon as the demand required it.

It was pointed out by Mr. Fox that the movement of grain by truck has become so heavy to Texas ports that it has brought about a reduction in rail rates on export grain to those ports by the Southwestern rail lines.

Following this reduction, recently approved, for Government grain originating in Texas, Oklahoma and New Mexico, there is now an appeal that the reduced rates apply to all grain originating in those areas and moving through the Texas ports.

"It is anticipated," said Mr. Fox, "that the new trucking facilities will forestall contemplated advances on certain rates on soybeans and grain to New Orleans and perhaps reduce rates already in effect."

The Grain Elevator at Mobile is equipped with truck unloading facilities and the recently announced construction of the elevator in Baton Rouge will be so equipped. "It is essential, therefore," said Mr. Fox, "that the Port of New Orleans provide the same facilities."

### MARYLAND

#### Baltimore

**Ore imports down**—Imports of metallic ores at the Port of Baltimore during the first six months of the year are running considerably behind unloadings here in the same period of 1953, a Bureau analysis reveals.

Total importations of metallic ores at Baltimore in the January-June 1954 period amounted to 4,470,691 long tons, based on statistics published by the Bureau of the Census. This volume is 608,208 tons less than the tonnage discharged at the Port in the corresponding period of 1953, a drop of approximately 12 per cent.

Importations of iron ore in the first half of the year aggregated 3,121,852 long tons, a decline of 233,477 tons compared with last year, while unloadings of manganese ore here fell from 1,169,373 tons in 1953 to 911,317 tons in 1954. Chrome ore cargoes of 437,522 tons this year were 116,675 tons less than those recorded in 1953.

Baltimore port officials attribute the falling off in tonnage of these materials to two factors—large stock piles accumulated by importers during the past two years, and the increased competition of Philadelphia for this traffic resulting from the equalization of rail rates between the two ports on movements west of Pittsburgh.

**Coal exports show increase**—Export coal loadings at the Port of Baltimore in August were more than double those in July, but were still well below shipments

in August, 1953, Baltimore coal pier operators report.

Last month, 52,388 long tons of coal were loaded on vessels here for shipment abroad contrasted with 20,119 tons in July and 100,020 tons in August of last year. Of the total volume for August, 34,781 tons were shipped to Europe, 17,287 tons moved to the Far East and 320 tons were destined for the East Coast of South America.

Baltimore's total export coal movements for eight months of the current year amount to 367,725 tons, while those in the corresponding period of 1953 total 954,769 tons.

**Ocean-going ship arrivals** at the Port of Baltimore totaled 378 during August, the Baltimore Maritime Exchange reports. This compares with 376 entrances in July and 409 in August, 1953.

Of last month's total arrivals, 152 were American vessels and 226 foreign-flag ships. Among the latter were 43 Norwegian, 28 British, 19 Danish, 19 Swedish, 18 Dutch, 13 Liberian, 11 German, 11 Italian, 11 Panamanian, 9 Honduran, 7 Japanese, 5 Greek, 4 French, 3 Belgian, 3 Colombian, 3 Finnish, 3 Venezuelan, 2 Cuban, 2 Nicaraguan, 2 Swiss, 2 Yugoslavian, 1 Brazilian, 1 Canadian, 1 Ecuadorian, 1 Egyptian, 1 Irish, 1 Israeli, 1 South African and 1 Uruguayan.

Records for the first eight months of 1954 show 3,271 vessel arrivals at the Port of Baltimore, contrasted with 3,272 in the same period of last year.

### SOUTH CAROLINA

#### Charleston

**Expansion Sites Acquired**—The South Carolina State Ports Authority has purchased two sections of waterfront property in Charleston for possible future expansion.

One parcel, approximately 250 by 300 feet, is located on the west side of Concord Street. The other runs approximately 400 feet along the Cooper River between the Fleet Landing and the Clyde-Mallory docks.

Cotesworth P. Means, Chairman of the Authority, said the Authority wanted to control that section of the waterfront and might eventually construct a terminal or warehouses there, but there are no immediate plans for construction.

Historically of interest, the property purchased was formerly the site of Central Wharf, where before the days of artificial ice and electric refrigerators, schooners unloaded natural ice brought down from New England.

#### Port Royal

**Development Authorized by Congress**—South Carolina is closer than ever before to having a third deep-water seaport—Port Royal.

A project for the dredging of a deep-

## PORT ACTIVITY

water channel to open Port Royal (located 70 miles south of Charleston) to ocean shipping was passed during the closing days of the last session of Congress.

Authorization of the project climaxes eight separate efforts since 1880 to have a harbor development project approved and authorized for the Port Royal-Beaufort area.

The project has finally passed all legislative hurdles short of Congress, making the necessary money available. Strong efforts will be made at the next session of Congress to secure federal funds for the development, which is estimated to cost \$765,000.

The recommended improvement provides for a channel 27 feet deep by 500 feet wide from the ocean across the bar to Port Royal Sound, and in the sound for approximately 13.2 miles; then 24 feet deep and 300 feet wide in Beaufort River and Battle Creek for about 7.5 miles to a turning basin 27 feet deep and 600 feet wide opposite the wharf of the C&WC Railroad at Port Royal.

The South Carolina State Ports Authority, which has long spearheaded efforts to get the project approved, has drawn engineering plans for the first unit of a marginal pier which it proposes to construct adjacent to the C&WC wharf, at an estimated cost of \$225,000 to serve ocean shipping after dredging is completed.

Col. Clyde C. Zeigler, U. S. District Engineer for the Charleston district, points out that there were unfavorable reports by the engineers on eight proposals in the last 74 years.

The first turn-down on a dredging project was in 1880, and between that year and 1931 seven other proposed harbor improvement projects were reported on unfavorably by the engineers, largely for lack of economic justification.

The present approved project grew out of an engineering examination and survey in 1945 which was made at the request of the State Ports Authority and local and state interests. While reported unfavorably at first, efforts continued to

keep the project alive, with original specifications modified and subsequent economic data supporting the improvement submitted at various hearings, culminating in a favorable engineers' report.

### TEXAS

#### Houston

**Tonnage Decrease**—More than 23,579,000 tons of cargo moved across the wharves at the Port of Houston in the first seven months of the year, the Houston Navigation District has reported.

Value of the commerce was well above a billion dollars.

The total tonnage was down 8 per cent from the 25,621,000 tons which moved through the Port from January through July, 1953. This was due chiefly to a decline in exports, a reflection of a nationwide trend, and a decrease in movement of military supplies following the cessation of hostilities in Korea as well as Indo-China, Port Director Warren D. Lamport said.

**Imports at Peak**—Imports for the seven-month period, however, were the greatest in the port's history, up 23 per cent from the same period last year, and cotton exports increased substantially. A total of 407,054 bales had been shipped out as compared to 259,896 bales for the corresponding period last year.

Number of ship movements in and out of the waterway reached more than 4200.

Mr. Lamport pointed out that efforts of the governments of larger countries to stabilize international currency will go a long way toward stimulating renewed activity in world trade and remove one of the impediments to trade for private firms.

A \$32,000,000 expansion of Port of Houston facilities has been outlined in a report to the Houston Navigation District by consulting engineers commissioned to chart the long-range development of the Houston Ship Channel.

Providing for 15 additional wharves, the recommendations included proposals for a 500-car railroad storage yard, one million square feet of covered storage

space at dockside, truck loading facilities, three railroad tracks behind the warehouses, three marginal tracks and parking space for customers and employees.

The Port Commission accepted the report for study, emphasizing that no action would be taken until it had been thoroughly analyzed by port personnel.

The engineering study, which has been under way for five months, specified the construction of marginal wharves, each 600 feet long and paralleling the north side of the Ship Channel for 9000 feet. Most of the proposed construction would be on a 226-acre tract purchased two years ago for \$1,346,000.

**Million-dollar Wharf Completed**—The Port of Houston's newest wharf—open-wharf No. 8 situated at the head of the Turning Basin and built at a cost of \$1,143,000—has been completed.

This is the fourth major wharf to be constructed since 1950 by the Houston Navigation District under a continuous program to improve its facilities.

Designed to handle cargo not requiring shed storage—a type of commodity moving in increasing quantities through Houston—Wharf 8 provides facilities for efficient rail-car and truck loading and unloading at shipside. It is 624 feet long and 150 feet wide.

Three rail tracks, joined by four cross-over tracks, permit rail cars on the working track to be switched without the necessity of shutting down the ship's entire loading operations. In addition, loaded rail cars can be moved out of the dock area without disrupting work at either Wharf 8 or Wharf 9, the adjacent wharf over which cars must pass on their way to the marshalling yards.

To expedite the handling of truck cargo, a two-lane concrete road leads onto the floor of the new wharf, providing easy access to cargo on the wharf.

Night loading operations will be facilitated by floodlights mounted on poles encircling the wharf area.

The new facility was built by Farnsworth and Chambers from a design by Lockwood and Andrews, engineers.

(Continued on next page)

# SHIPPERS WITH AN EYE TO ECONOMY

## SAY-SHIP VIA The South's Finest

**SAVE** { **ON TIME**  
**ON DISTANCE**  
**ON COSTS**

WILMINGTON

**NORTH CAROLINA STATE PORTS AUTHORITY**  
COL. RICHARD S. MARR, EXECUTIVE DIRECTOR

MOREHEAD CITY





# PORT ACTIVITY

(Continued from page 35)

## Texas City

**Seatrains Active**—The "Port of Opportunity" has attracted some of the Gulf Coast's biggest industries—Monsanto, Union Carbon & Carbide, Pan American Refining, and Texas City Chemicals, to name only a few. Much of the port's activity revolves around the deep water shipments to and from these industries.

But the dominant factor on the waterfront remains the terminal operations for the Seatrain Lines. Loaded freight cars from the six railroads converging on Texas City are hoisted into specially-built steamships and carried up the Coast to other seatrain terminals at New Orleans, Savannah, and Edgewater, New Jersey. This service grows in popularity through the years because it permits cheap water transportation without the expense and possible cargo damage of loading and unloading open freight at the wharves. A freight car labeled for Seatrain shipment is sealed by the shipper and opened by the consignee. And in many instances the elapsed time between origin and destination is less than had the shipment gone all the way by rail.

The Texas City harbor and its approaching channel have a ruling depth of 34 feet. The harbor is only six miles from the Gulf and lies at the intersection of the Intercoastal Canal and the Houston Ship Channel.

In tonnage Texas City holds a firm position among the "Big Four" Lone Star ports. Other than shipments via Seatrain, the principal commodities handled through the port are petroleum and its products, industrial chemicals, shell, sulphur, iron and steel products, and tar.

## VIRGINIA

### Hampton Roads

**Steamship Service at New High**—Hampton Roads now is linked with 286 ports of the world in 95 foreign countries.

A total of 333 steamship lines have permanent agency representation at Hampton Roads . . . and 88 steamship lines offer consistent general cargo service to world ports.

These tabulations are based on two directories released recently by the Hampton Roads Maritime Association: a listing of steamship owners, operators and agents; and a listing of steamship services alphabetized by ports of call.

The 286 world ports represents an increase of 65 ports over the last previous list, published two years ago.

**Ship Movement Down**—Ship arrivals and sailings at Hampton Roads in August were down, from both the preceding month and from the corresponding month in 1953.

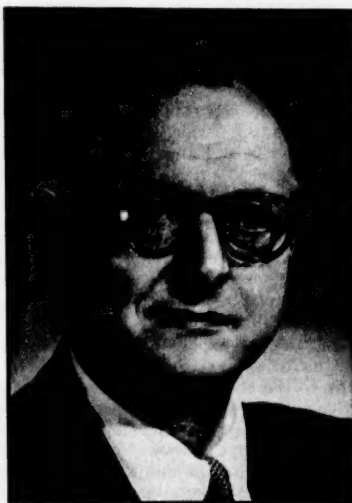
	8 mos. '54	8 mos. '53
Arrivals .....	3562	3677
Sailings .....	3552	3626

United States Lines and American Export Lines made the most general cargo sailings—11 each. Isthmian-Matson was second with 6 sailings, plus 3 Isthmian Line sailings. A total of 54 lines were represented with general cargo sailings.

## Norfolk

### Harbor Improvement Projects Progress

—Actual dredging (by Norfolk Dredging Company) has begun on the Craney Island Disposal Area . . . with the dredge Florida working a heavy schedule to pump mud and sand for the huge retaining walls of the disposal area . . . which, when finished, will receive ship channel and pier slips dredgings for the next 22 years. The disposal area is an \$8 million project.



Michael M. Mora

General manager of the Norfolk Port Authority

### New Oil Facility on Elizabeth River—

The Sun Oil Company has announced plans for a new district sales office in Norfolk. A \$250,000 construction program calls for offices, warehousing, storage and locking facilities on the deepwater Elizabeth River channel in Norfolk's inner harbor. The new facilities will discharge gasoline from barges to storage tanks at an average rate of 1800 barrels an hour through eight-inch lines. The new construction ties in with Sunoco's Tidewater Virginia service station expansion program; 11 new modern stations have been added in the last year.

The Sunoco development follows on the heels of a similar Phillips Petroleum

announcement . . . Phillips has acquired 114 acres on the Elizabeth River to establish a bulk oil terminal. Sunoco will be the 11th major oil distributing company with operations at the Port of Norfolk.

**Mahogany Import Expansion**—Dixie Veneer Company (division of the Dean Company) has leased facilities at (Southern Railway Piers) . . . as part of an expansion program and a centralization of major import operations. The firm now annually brings in through Norfolk about 5000 tons of African mahogany logs, a million feet of Philippine mahogany logs and upwards of 500,000 feet of mahogany and other quality lumber. It's expected that the expansion will bring an additional 5 million feet of lumber through Norfolk yearly . . . from Mexico, West Africa, Philippines.

The 5-year lease provides for shipside pier space 75 by 300 feet, supported by a depressed spur track and a 6-acre storage yard capable of handling up to 5 million feet of processed lumber.

The move also means additional steamship service for Norfolk. The Buccaneer Lines (local agents: Strachan Shipping Co.) brought in a full cargo last month . . . and can offer scheduled sailings between Norfolk and a number of Caribbean and Central American ports if sufficient cargo is available.

## Yorktown

**New Pier Facilities Planned**—A contract for engineering, dredging and construction of pier facilities at the site of the American Oil Company's new refinery on the York River near Yorktown, Va., was awarded recently to the Tidewater Construction Corporation of Norfolk, Va., it was announced by Dr. Harold R. Snow, vice president in charge of manufacturing.

Engineering work will start immediately and the project is expected to be completed in 12 to 15 months, according to Dr. Snow.

Pier facilities will be of the latest design and large enough to accommodate simultaneously one new type super tanker about 700 feet in length, one T-2 type tanker of about 550 feet, and two barges of 150 to 250 feet. Construction of the pier will combine timber, steel and concrete for maximum fire protection.

Dredging 40 feet below sea level will be necessary to accommodate the super tankers, while dredging to 20 feet will be required in the barge area, Dr. Snow said.

The contract with the Wiley Jackson Company for clearing of the area is on schedule and approximately 70 per cent complete. Bids have been requested from several contractors specializing in refinery design and construction for the operating facilities, Dr. Snow said, and the general construction is expected to get underway early in 1955.



## \$34,000,000 Plate Glass Plant Started At Cumberland, Md.

Ground was broken recently for Pittsburgh Plate Glass Company's new \$34,000,000 plate glass producing plant. Designed for straight line production, the plant will be nearly three-quarters of a mile in length.

Harry B. Higgins, president of Pittsburgh Plate, turned the first shovel of earth at the 603 acre plant site located three miles below Cumberland on the Potomac River.

Richard B. Tucker, executive vice president of the firm, served as master of ceremonies at the groundbreaking program. Brief remarks were made by Governor Theodore R. McKeldin; Senators J. Glenn Beall and John Marshall Butler; Congressman DeWitt J. Hyde; Roy W. Eves, Mayor of Cumberland; and William H.

Lemmert, President, Board of Allegany County Commissioners.

More than 600 acres of property in the Mexico Farms area on the Potomac River above Cumberland have been purchased as a plant site. The plant will be constructed on what has been farm land.

Design of the plant will be by Lockwood Greene Engineers Inc., of New York City and by Pittsburgh Plate's glass division's engineering department. Preliminary excavating, grading and roadwork will start within a month.

Currently, Pittsburgh Plate operates plate glass manufacturing plants at Creighton and Ford City, Pa., and Crystal City, Mo.

According to Harry B. Higgins, president, the Cumberland plate glass plant

will represent the largest expenditure on a single project in the company's 71-year history.

"This will be the first time in over thirty years that an entirely new and complete plate glass plant has been built at a new location, containing all the facilities necessary for the production, handling and shipment of plate glass," Mr. Higgins said.

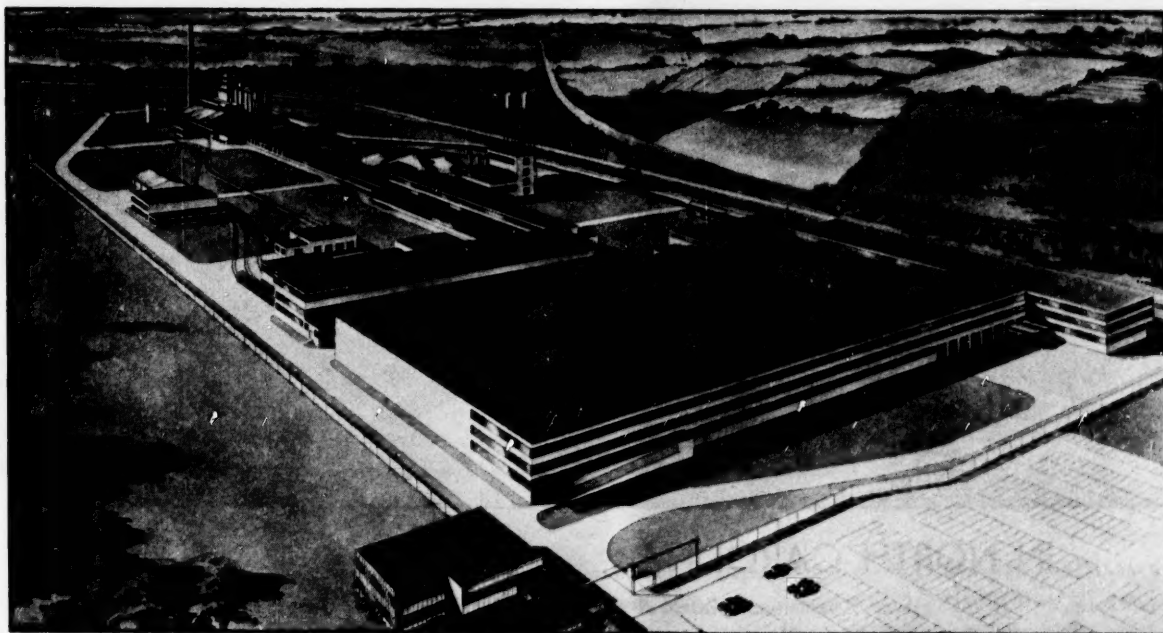
"This will permit our engineers to design a plant embodying the very latest technological improvements. When completed, the plant will have features not now in any plate glass plant in the world, or so far as we know, not even contemplated," according to Mr. Higgins.

The company official said that the improvement in manufacturing processes planned for the Cumberland plant would result in the production of the finest plate glass of precision optical quality.

Earlier this week the firm had let contracts for grading, road work and sewers to the George Hazelwood Company of Cumberland, Md. The contract for nearly five miles of railroad track on the plant site has been awarded to T. F. Scholes Company of Reading, Pa.

Engineering on the plant, designed to produce the finest plate glass of precision optical quality, will be completed later this year. Officials of the firm estimate that two years will be required to get the ultra-modern facility in operation. Approximately 1,000 employees will be required to staff the planned production facilities.

(Designated as a defense plant, the Pittsburgh Plate has been granted a Certificate of Necessity by O.D.M. covering rapid amortization on 85 per cent of the cost estimated at \$33,756,000.)



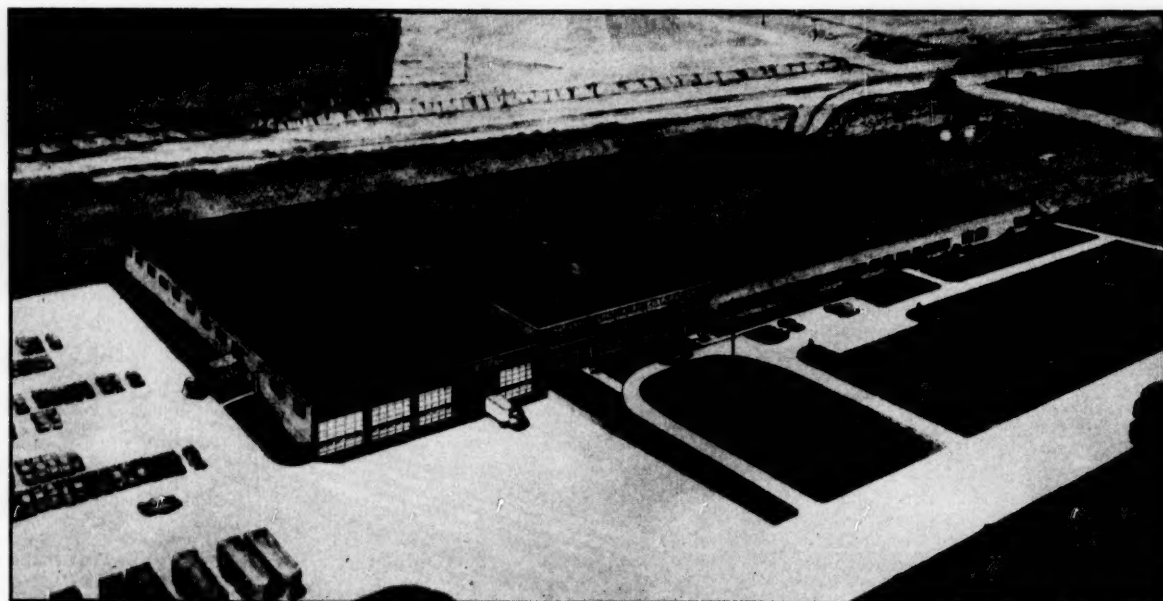
Architect's sketch of the mammoth Pittsburgh Plate Glass plant which will be three-quarters of a mile long and have approximately 1,000 employees. Designed by Lockwood Greene Engineers, Inc., it will be built at Cumberland, Md.

# INDUSTRIAL



## IN TEXAS

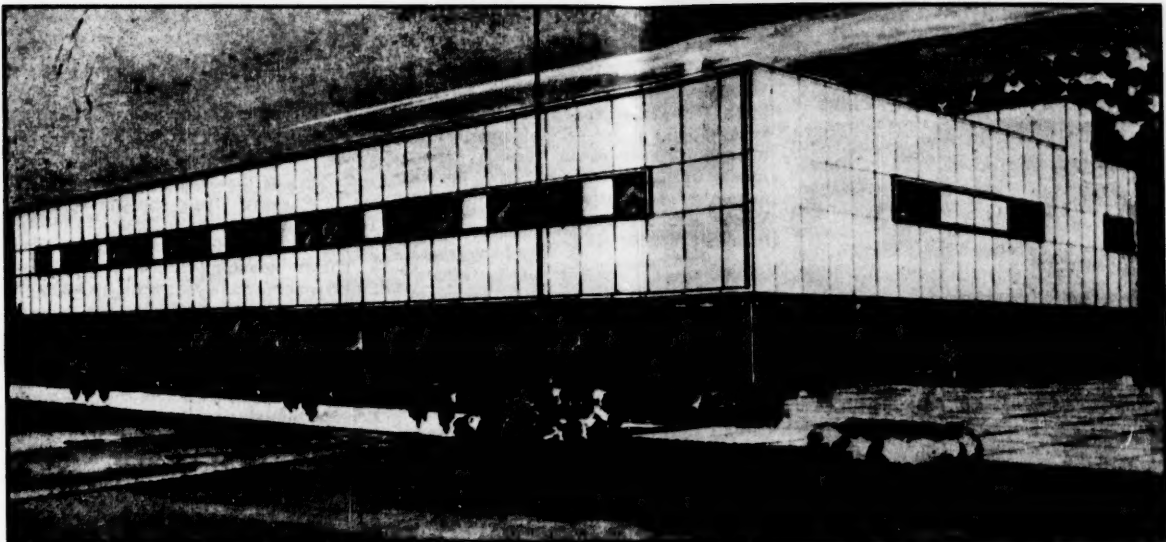
Architects sketch of new box-manufacturing plant for Gaylord Container in San Antonio. When completed about July, 1955, the new plant will replace the present plant in the same city. Rolls of paper board, the basic raw material, will be supplied from the firm's Bogalusa, Louisiana plant.



## IN NORTH CAROLINA

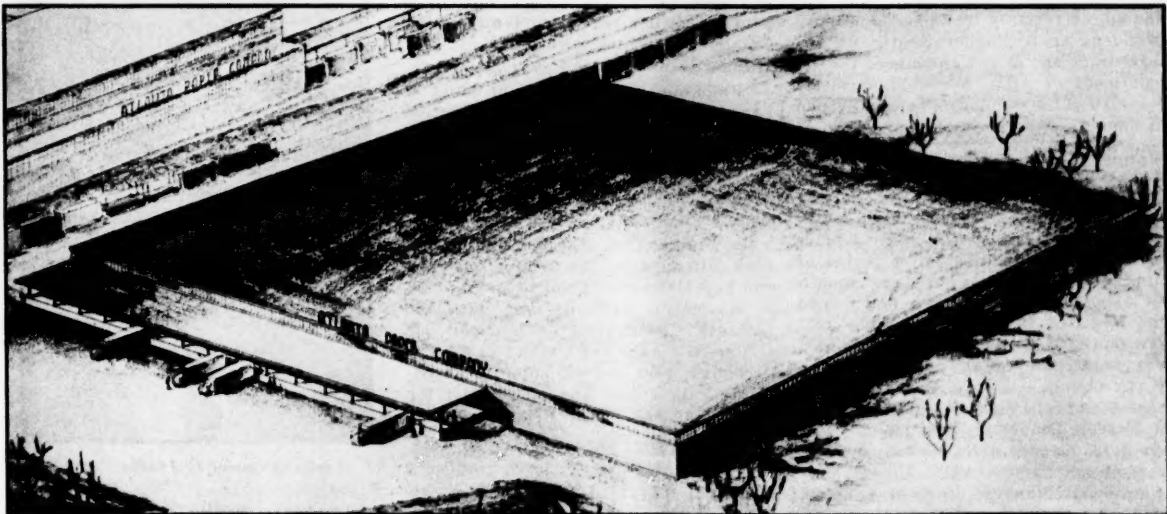
Architects sketch of the new National Container Corporation's plant now open in Salisbury. The modern plant has 148,000 square feet of space and employs about 300. John R. Hartlege Associates were architects. Wagoner construction built the plant.

## EXPANSION



### IN WEST VIRGINIA

Architects rendering of one of the two new laboratory buildings Columbia-Southern Chemical Corporation will erect at Natrium. This is the Control and Research building. Construction is by Seabright Construction Co. of Wheeling, W. Va.



### IN GEORGIA

Construction is underway on this huge new warehouse for the Atlanta Paper Company in Atlanta. The new building will contain over 100,000 square feet of floor area. Designed by Willner & Millkey of Atlanta, and constructed by Griffin Construction Company, it will be completed in 1955.

# SOUTHERNERS AT WORK

## McCraney, Mirengi Appointed To New Alexander Smith Plant

Robert McCraney, formerly general manager of Quitman Mills, in Quitman, Georgia, has been appointed general manager of Alexander Smith's new plant in Liberty, South Carolina, which is being expanded and equipped for the production



Robert McCraney

of velvet carpets. The appointment was announced recently by James M. Elliott, president of Alexander Smith. At the same time, Mr. Elliott announced the appointment of Allan Mirengi, formerly manager of the company's Velvet Division in Yonkers, New York, to the position of general superintendent of the new Liberty plant.

Mr. McCraney has had many years of experience in the management of southern textile mills. He was general manager of Quitman Mills for a period of eight years until it was sold last month by Alexander Smith, which had owned and operated Quitman Mills since 1947 as a source of cotton yarn. Mr. McCraney was born and raised near Charlotte, North Carolina, where his father was manager of what is now the Union Mills in Monroe. He got his first job 25 years ago in his father's mills. He subsequently worked for Cannon Mills, United Merchants and Manufacturers in Langley, South Carolina, Riverdale Mills, in Enoree, South Carolina, and Chadwick Hoskins Mills in Charlotte, where he was plant superintendent.

Mr. Mirengi, who will be general superintendent at Liberty, joined Alexander Smith at Yonkers in 1931. After holding a number of production and clerical jobs in the plant, he was assigned to the company's one-year supervisory

training course in 1939. On completion of the course he was named section foreman in the cut-order department. From that time he held a succession of increasingly important positions in various departments until in February, 1950, he was appointed assistant superintendent of the Velvet Mill. He became Velvet Division manager in 1953.

## Vulcan Steel Container Names Spurrell Assistant to President

Donald W. Spurrell has been named an Assistant to the President of Vulcan Steel Container Co., Birmingham, Alabama, according to an announcement made by company president, Gordon D. Zuck.

Spurrell is a graduate of the University of Alabama with B.S. degree in chemistry and LL.B. in law. He is a member of Gamma Sigma Epsilon and Sigma Delta Kappa. He served in the Navy during World War II. His new duties will include industrial relations, production control methods and research.

## Furniss Named Vice President Citizens & Southern National

James P. Furniss has been promoted from Assistant Vice President to Vice President of The Citizens & Southern National Bank, it was announced recently following a meeting of the board of directors in Savannah. Mr. Furniss is staff officer for Advertising and Public Relations of the statewide C&S banking system.

In making the announcement, Mills. B. Lane, Jr., president, said: "The election of Mr. Furniss to this position is an indication of the increased importance of advertising and public relations as C&S banking expands in scope to meet every customer's needs."

Mr. Furniss, a native of Pelham, New York, attended Phillips Exeter Academy and Yale University. Prior to joining C&S in November, 1948, he was with the "Atlanta Constitution" newspaper. He was elected Assistant Cashier of C&S in December, 1950, and promoted to Assistant Vice President and staff officer for Advertising and Public Relations in December, 1952.

## Schmidt Elected Director Freeport Sulphur Company

Benno C. Schmidt, partner in the firm of J. H. Whitney & Co., has been elected a member of the board of directors of Freeport Sulphur Company, it was announced by Langbourne M. Williams, president.

Mr. Schmidt is director and chairman of the executive committee of the Carib-

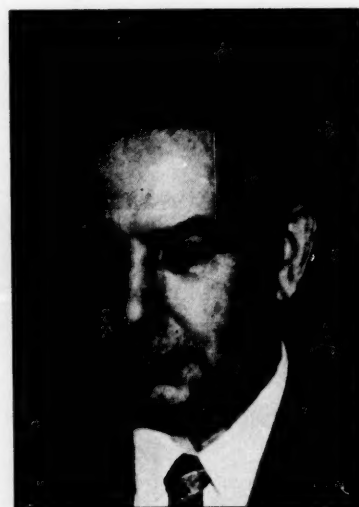
bean Refining Company, chairman of the board of San Jacinto Petroleum Corp., and a director of Transcontinental Gas Pipeline Corp., and Wilshire Oil Co. of Texas.

A native of Texas, Mr. Schmidt received his LL.B. degree from the University of Texas in 1936. He taught law at the University of Texas for four years and was a Thayer teaching fellow at Harvard Law School for one year until his appointment in 1941 as assistant to the general counsel of the War Production Board. Following military duty in the European theater from 1942 to 1945, Mr. Schmidt was general counsel for the Office of Foreign Liquidation Commissioner of the State Department for a brief period before joining the Whitney firm in 1946.

## Palmer & Baker Appoints Junior Project and Planning Engineer

Francis E. Junior, former highway engineer, United States Bureau of Public Roads, Chicago, has joined Palmer & Baker, Inc., a firm of consulting engineers here, as project and planning engineer.

A graduate of Northeastern University, Boston, Mass., Mr. Junior has had wide experience in various engineering fields. He has served as chief engineer, Florida Interurban Rapid Transit Co.; chief de-



Francis E. Junior

sign engineer, City of Pontiac, Michigan; highway and railroad project engineer, Tennessee Valley Authority Knoxville, Tenn.; principal engineer Cincinnati Planning Commission, Cincinnati, Ohio.

As highway engineer for the U. S. Bureau of Public Roads, Mr. Junior represented the bureau in four states in conferences with city, county and state officials in matters pertaining to program-



ming and planning, including highway needs studies, metropolitan area traffic studies, parking studies, programs, airport site concurrence, highway systems and related work.

Mr. Junior is a member of the following professional societies: American Society of Civil Engineers, Highway Research Board and American Institute of Planners.

### Southern Railway Names Edler General Industrial Agent

Ralph A. Jackson, general industrial agent of the Southern Railway System at Washington, D. C., will retire on September 1 after more than 40 years of service, it was announced by F. C. Toal, assistant vice president of the railway. Mr. Jackson will be succeeded by G. Wil-



G. William Edler, Jr.

liam Edler, Jr., now general agent at Pittsburgh, Pa.

A native of Georgia, Mr. Jackson was born October 28, 1893. He entered the service of the railway in February, 1914, as a stenographer at Macon, Ga., serving later in secretarial capacities.

Mr. Edler was born May 23, 1913, at San Francisco, Calif. He entered the service of the Southern as commercial agent at San Francisco in October, 1941. He was promoted to general agent in October, 1947. In March, 1952, he was appointed general agent at Pittsburgh.

### Robertson Receives Top Award Of American Forestry Assn.

Reuben B. Roberson, Sr., chairman of The Champion Paper and Fibre Co. board, has been honored with the annual "distinguished service" award presented by the American Forestry Assn. for his outstanding work in the field of conservation in business and industry.

In the recognition, the widely-known Asheville, N. C., industrialist was paid high tribute for his nearly fifty years of leadership in the pulp and paper industry. With the award a beautiful, engraved

plaque, Mr. Robertson was presented with a scroll signifying a life membership in the American Forestry Assn.

Fifteen of the country's foremost industrial figures were nominated for the coveted award and Mr. Robertson was the unanimous choice of the six-member awards committee. He was nominated by D. Hiden Ramsey, Asheville newspaper executive, while North Carolina's Governor W. B. Umstead was among a number of nationally prominent personages to second his nomination.

Named as "Man of the South" in 1951, Mr. Robertson is a past president of the American Paper and Pulp Assn., a past director of the National Assn. of Manufacturers, and served on the National War Labor Board during World War II.

### Coosa-Thatcher Co. Announces Organizational Changes

Announcement of organizational changes in Standard-Coosa-Thatcher Company Chattanooga, Tenn., was made through the office of S. Herschel Harris, president.

The Standard - Coosa - Thatcher Company, manufacturers of mercerized cotton yarns and industrial sewing threads, has announced the following changes:

John P. Harrison, who has been agent and superintendent of the Coosa Plant, is being promoted to the position of vice president in charge of manufacturing for all plants. This change in responsibilities will necessitate Mr. Harrison's moving to Chattanooga at a reasonably early date.

Mr. C. B. Bennett will continue in his present capacity of assistant treasurer and manager of the Roving Yarn Division and in addition he will be the local legal agent for the company.

The operation of the local plant will be under the supervision of R. E. Hamrick, who now becomes superintendent. Mr. Hamrick will have for his assistant, J. T. Formby, who has been made assistant superintendent.

A graduate of Georgia Tech with a B.S. degree in Textile Engineering, Mr. Harrison is well known throughout the southern textile industry.

### Dr. Soday a Chemstrand V. P. Named SASI President

Dr. Frank J. Soday, vice president and director of research and development for The Chemstrand Corporation, was elected president of the Southern Association of Science and Industry, SASI officials announced recently.

Dr. Soday was named SASI president at a meeting held July 28, 1954, at Daytona Beach, Florida. He previously served as vice president at large in 1952-53; and state vice president of SASI in Alabama and Arkansas during 1949-51.

In May, 1951, he joined Chemstrand, producers of Acrilan acrylic fiber and Chemstrand nylon. He previously was director of research and development for Lion Oil Company, El Dorado, Arkansas, for four years. Before that Dr. Soday directed research and development in

resins and protective coatings for Devco & Reynolds Co., Inc., Louisville, Kentucky.

### Arkansas Power & Light Promotes J. D. Doyle to Budget Officer

J. D. Doyle, Pine Bluff, has been promoted to the position of budget officer



J. D. Doyle

of the Arkansas Power & Light Company, filling the vacancy created by S. W. Kittleman who has retired.

The duties of budget officer are to head the budget department and to coordinate the preparation of regular and special budgets and forecasts.

Kittleman, although retired, has been retained on an advisory basis with the company.

Having assumed his new duties recently Doyle has been assistant valuation engineer in the budget, statistical and valuation department for eight years.

Joining Arkansas Power & Light Company in 1928 as timekeeper with the general office engineering department, he was moved to the appraisal and valuation department in 1933. Doyle was loaned to the Mississippi Power and Light Company in 1934 to help with some appraisal work and stayed with them four months. Returning to AP&L that same year, he was promoted to assistant to the chief valuation engineer in 1937.

### Miller to Head Law Department Central of Georgia Railway

Promotion of John B. Miller to head the law department of the Central of Georgia Railway was announced.

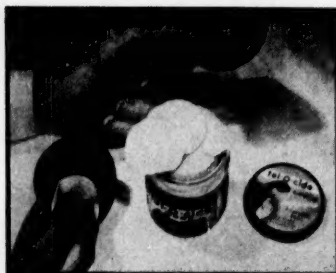
As general counsel he will succeed Alexander R. Lawton who retired Sept. 1 following nearly 45 years in the railway's law department.

Mr. Miller, who has been assistant general counsel since Jan. 1 of this year, practiced law in his native Macon prior to moving to Savannah July 14, 1952, to become commerce counsel for the Central and to be associated in the general practice of law with the firm of Lawton and Cunningham.

# NEW PRODUCTS

## Telephone Sanitation Pad

**General Scientific Equipment Co., 27th & Huntingdon Sts., Philadelphia 32, Pa.**—A simple wiping with a new disposable cloth wafer, impregnated with an active germicide harmless to human beings, sanitizes and deodorizes telephone mouthpieces in a few seconds. The cloth pads, named tel-O-cide and packed in jars of



Germicide wafer deodorizes telephone

one hundred, are recommended for regular telephone hygiene in offices, factories, or institutions of one to many hundreds of 'phones.

The manufacturer emphasizes that moisture from the pad dries almost instantly on the mouthpiece and receiver, requiring no additional wiping to return the instrument to service after disinfecting.

## Magnetic Floor Sweeper

**The Homer Manufacturing Co., Inc., Dept. 352, Lima, Ohio**—Homer Magnetic Floor Sweepers remove nails, wire and other magnetic material from roads, streets, airports, construction jobs, machine shop and factory aisles, loading areas, etc. The use of Homer Magnetic Floor Sweepers is said to pay for the sweepers themselves in a very short time in savings of tires—tire repairs—downtime—personnel safety, and recovery of valuable scrap material.

The Sweepers consist of a permanently energized Alnico V magnet assembly, mounted on semi-pneumatic tires, with ball bearing wheels. Handles are of tubular steel—with plastic handle grips. Handles adjustable to two positions; for manual use, or for towing with truck or other vehicle. The Magnetic Floor Sweepers roll freely and are easily maneuvered in any plant or factory location, according to the firm. Handle and wheels are quickly removed and the magnetic assembly can be used for suspended sweeping with fork or industrial lift truck; eye bolts are furnished to facilitate suspension.

## Hydraulic Lift Handles 12,000 Lb

**Rotary Lift Co., Memphis, Tenn.**—A new dual-jack hydraulic lift capable of

handling 12,000-pound loads is now being quantity produced.

Adapted from a lift formerly custom-built on special order only, this new Rotary Levelator Lift (Model 501E) is offered at reduced prices as a result of the saving in manufacturing costs through mass production.

It is designed to raise loads from plant floor to trucks or different floor levels. According to the firm, loading docks and ramps are eliminated, plant traffic is speeded and materials handling costs cut.

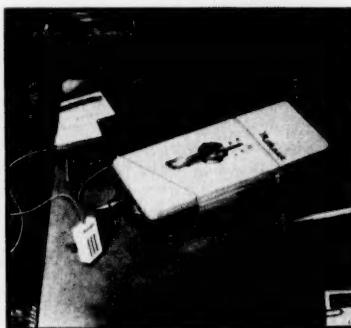
This Levelator Lift has a 6 by 12-foot platform of non-skid steel plate which the company states is large and strong enough to accommodate a loaded industrial power truck. The dual hydraulic jacks will raise it 5 feet 5 inches above the plant floor. Lowered, the lift becomes part of the floor and can be trucked over.

Operation is by safe, dependable, economical Oildraulic power. Installation is simple in old or new buildings.

## Pocket Tape Recorder

**Mohawk Business Machines Corp., 944 Halsey St., Brooklyn, N. Y.**—The man on the road or the one who takes his work home with him can have a new electronic assistant at his side with the development of the world's first pocket tape recorder, the Midgetape.

The new recorder is 8½ inches long, 3¼ inches wide, 1¼ inches deep and weighs 3¼ pounds. It is priced at \$229.50,



Midgetape Recorder

which includes a recording cartridge, batteries, crystal microphone and earphone.

The Midgetape is completely battery operated and is, according to the manufacturer, the only recorder on the market which is cartridge loaded. The magnetic tape is wound inside a cartridge about the size of a pack of cigarettes and is inserted into the recorder. As a result, no tape threading is required.

The unique recorder has only three controls, records for one hour on dual track tape and simultaneously erases old material as new recordings are made.

Accessories make the Midgetape a versatile business tool. Wristwatch microphones, shoulder holster carrying cases

and two-way telephone recording adapters are among available equipment for use with the pocket recorder. It will record anywhere, even when traveling by car, plane or train and the small recording cartridge is mailable.

## Hot Spray Heater

**Spee-Flo Co., 720 Polk Ave., Houston, Texas**—Standard Industrial finishes will now give more mileage, and better coverage, according to the firm, when they are used with the new all-electric Circaflo 600 Hot Spray Heater, recently announced.

This new unit, the company states, combines the proved experience of a coil-less heat exchanger with the "paddle wheel" simplicity of an electric powered centrifugal pump designed to handle all types of industrial finishes, regardless of their abrasive content, and requiring little or no maintenance.

The Circaflo 600 circulates and heats the paint, maintaining a uniform temperature at the spray gun, and at constant fluid pressure. Air pressure variations do not affect fluid pressure in this all-electric unit. Installation is as simple as connecting a hose line, and full heat is reached in four minutes.

The principle of heated application of paint is not new, but the development of a complete automatic pressure and temperature controlled hot-spray heater that is simple and maintenance-free is now offered.

## Aluminum High Heat Pigments

**Reynolds Metals Co., Louisville, Ky.**—Outstanding success in the use of aluminum pigment for a high-heat painting application is reported by the San Patricio reduction plant of Reynolds Metals Company, located near Corpus Christi, Texas. After several preliminary tests, a method for application of aluminum pigments was worked out which proved so successful that all the plant's diesel exhaust stacks were coated. After two and one-half years, with the exception of a few small spots where it was necessary to do welding, these stacks have not been touched, and the condition of the paint is excellent.

The Cooper-Bessemer stacks were first given a gray prime coat, followed by a top coating composed of a silicone resin combined with an aluminum pigment. This paint system was applied in February, 1952, and today the stacks look almost as good as the day the paint was applied, despite the fact that the normal operating temperature of these stacks is approximately 950°F; on occasion, the temperature rises as high as 1100°F.

## High Heat Decals

**The Meyercord Co., Chicago, Ill.**, decalomania manufacturer, announces availability of three new types of heat resistant decals for industrial application.

According to the manufacturer, these new types of decals will resist an extensive list of commercial solvents and be-

cause of their unusual elasticity, will also resist unusual abrasion and accelerated weathering. All three types are recent developments of the Meyercoed laboratory: Type HR—a decal especially designed for application to laminated metal surfaces such as transformer cores, flexible shafts and casings. They are completely effective up to constant temperatures of 400°. Type SHR—a decal designed to withstand constant operating temperatures in the area of 500 to 600 degrees. One hour curing is considered adequate, although for resistance to unusual abrasion it is desirable to cure longer at higher temperatures.

Type HHR—a new development in decals that may be subjected to intermittent temperatures up to 1000 degrees without damaging effect, the firm states. When cured at temperatures of 500 to 600 degrees, this decal will resist virtually any type of commonly used solvent. Special adhesives and processes are not required since all three of these new decals are water immersed and hand applied.

### Rust Converter

Municipal Steel Corporation, Chemical Division, 1225 Broadway, New York 1, N. Y., announces the availability of FerRoSeal, a liquid which chemically converts rust into a protective iron phosphate coating. New to America, this product is said to be the only cold phosphating treatment for rusted iron and steel. FerRoSeal is a patented process and the registered trade name for one of the products developed by the Waterlisation Co., Ltd., of Croyden, England.

According to the distributor, a rusted surface treated with FerRoSeal is a better base for paint or coatings than clean, bright steel, because chemists and engineers admit iron phosphate to be the best known such base. It is claimed that this process eliminates the need for sand or shot blasting, or acid pickling, and requires only the wire brushing off of scale and loose rust. Subsequent water rinsing is also said to be unnecessary because there are no harmful chemicals in FerRoSeal which must be washed off.

### Sectionalized Electric Kilns

The Pereny Equipment Co., 893 Chambers Rd., Columbus 12, Ohio—Latest additions to the well-known Pereco line of electric kilns are the Model TPH-31430 and Model TCH-81054 sectionalized factory-built tunnel kilns, which were recently announced by Pereny Equipment Company, Columbus, Ohio.

According to company president Andrew Pereny, the new units were prompted by developments such as Project Tinkertoy, the National Bureau of Standards-U. S. Navy sponsored plan for automatic production of electronic assemblies utilizing ceramic components. However, with an operating temperature of 2,500 to 2,600°F, and an average time cycle of 10 hours, the new tunnel kilns are suited to a wide variety of uses.

Though these new Pereco models are offered in a range of sizes and modifica-

tions to suit specific production requirements, Model TPH-31430 as shown at left in the illustration is 3 feet 2 inches wide



Electric tunnel kilns

by 5 feet three-quarter inches high by 33 feet 2 inches long, including the hydraulic pusher assembly.

Mr. Pereny added that this same unit (Model TPH-31430) not only incorporates basic design features for which the Pereny line is widely recognized, but also is among the first factory-fabricated tunnel kilns designed for easy sectional assembly on the job. The complete unit consists of a 6 foot 6 inch pusher section, a 5 foot preheat zone, an 8 foot 4 inch high-temperature zone, and two section cooling zone totaling 13 feet 4 inches.

### Long Bed Jointer

A new "long-bed" 6-inch jointer, introduced by Delta Power Tool Division of Rockwell Manufacturing Company, 435 Lexington Ave., Pittsburgh 8, Pa., offers several new time and cost-saving features for woodworking shops and industrial maintenance departments and shipping rooms, the manufacturer reports.

Most important feature of the new tool, according to the firm, is a 42½-inch bed that insures a true cut the entire length of a long board. This bed, according to the manufacturer, is the longest found on any jointer in its price range.

Other important features include a fully adjustable outfeed table, universal fence control, improved table elevating mechanism and a new safety-engineered guard. The new machine costs only \$122.50 (bench model).

### Shallow Tray Tiers

The Chas. Wm. Doepke Mfg. Co., Ross-moyne, Ohio, recently announced the addition of industry's first standard, mass-produced tray to its NesTier materials handling line. The new tray, which has been designated Model No. 224, is also the first tray, according to the firm, designed

to tier in rigid stacks, which permits transporting large unit loads on skids or pallets.

Designed for handling parts not adapted to deep boxes, the new die-made Model No. 224 NesTier is available in either cold rolled steel or aluminum. It measures 22¾ inches in length, 4¼ inches high and 11 inches wide. Made of 18-gage (.047 inch) steel the new tray weighs 7 lbs.; of .064 inch aluminum it weighs 3½ pounds.

The shallow design of the No. 224 NesTier tray allows a single layer of parts to be handled without the wasted space which would result from use of a deeper materials handling box. Plastic or fiber-board inserts are available to keep fragile or highly finished parts separated.

When trays are tiered, each unit rests on the upraised handle of the tray below. Thus, the firm states, contents are



Nes-Tier Trays

protected from damage and, because of double-hopper ends, remain both visible and accessible.

### Screw-lock Insert

Hell-Coil Corp., Danbury, Connecticut—The completely new locking fastener designated as the screw-lock insert by its manufacturer, will be shown and demonstrated for the first time at the National Metal Show in Chicago, Nov. 1-5.

The screw-lock insert was developed as a companion product to the standard wire thread insert. Both are made of precision-formed stainless steel wire having an ultimate tensile strength of about 200,000 psi.

According to the manufacturer, three important functions are performed by the new screw-lock insert: (1) it automatically locks the screw so that it is vibration-proof, ending the need for lock washers, locking wires or lock nuts; (2) it provides a high-strength thread in materials of all kinds; and (3) it automatically locks itself into the parent material without the use of pins, rings, staking, etc.

The firm states that the screw-lock insert can easily be incorporated into otherwise "frozen" designs or production be-

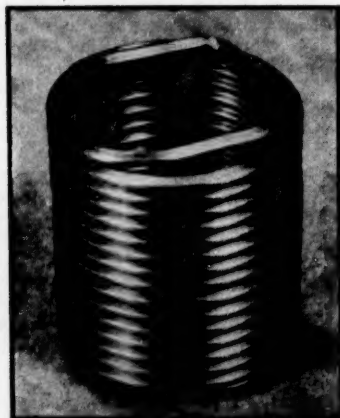
(Continued on next page)



# NEW PRODUCTS

(Continued from page 43)

cause it requires no more boss material or wall thickness than a conventional tapped thread. It is now in successful use by a leading aircraft company for cowl fasteners and is being actively considered by other aircraft manufacturers



**Screw-lock Insert**

for airframe assemblies. The new insert is also expected to interest manufacturers of power tools, air hammers and other equipment subject to vibration, temperature extremes, periodic inspection tear-down or frequent interchanging of attachments.

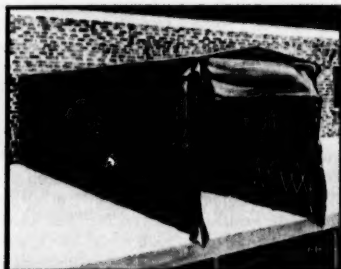
## Loading Dock Shelter

Atlas Industries, Chicago, Ill.—"X-Tra-Span" is the name of this new mammoth Loading Dock Shelter, just introduced.

This model was designed for use on extra-deep loading docks, or it can be used to connect adjoining plants—efficiently and economically.

X-Tra-Span, rolling on special wheels, literally snakes out from the shipping room door across open docks to truck or box car. When not in use, it folds compactly back around shipping room door.

Atlas President Martin Rogin pointed out that while there is an obvious need



**Bad Weather Shelter**

for X-Tra-Spans in existing plants, future plant designers and builders could save a good deal of money by using X-Tra-Spans.

He explained that the model was so designed that it was completely portable

and could be moved from door to door; thus, even the largest shippers can get by with a minimum of X-Tra-Spans and still have adequate bad weather protection for men and materials.

## Single Temperature Control

A new single temperature control unit, designated Sterlco 6012 Sterling, Inc., 3738 North Holton Street, Milwaukee, Wisconsin, is now available.

According to the firm, its operational features, such as super-fast heating, adjustable and automatic super-sensitive, fast reacting heating control, low water capacity, high water velocity, and modulating cooling control are the same as in the Sterlco 6002 and 6003 dual units.

For injection molding in the plastics industry, where a single stabilized temperature is adequate for some small molds or molds with shallow cavities, it increases production and reduces rejects. In vacuum forming operations, where metal molds provide for water circulation, the accurate controlled temperature will produce a better finished product.

The Sterlco Model 6012 is suited the firm states for any application where an accurate, automatically controlled temperature between 60 and 210 degrees F. is desired. It is extremely compact and while it normally operates in a vertical position, it is designed to operate in four horizontal positions.

## Quick Seal Hose Coupling

Titeflex, Inc. of Springfield, Mass. announces that it is now in production on a complete line of its quick-seal, leak-proof hose couplings with built-in single or double check valves.

The Titeflex quick-seal hose coupling has already found wide application, particularly for high-pressure, heavy-flow fluid lines in the steel, oil, construction and other industries. This coupling according to the manufacturers is particularly suited for high-pressure, heavy-flow applications because of a simple construction which makes the hose line leak-proof the moment the coupling is closed, and seals it tighter the higher the pressure builds up inside. In addition, this construction provides a full-swiveling feature that prevents hose kinking, thus assuring long hose life and permitting rapid hose attachment.

## Plastic Foam Insulator

Automotive air conditioning units made by A.R.A. Manufacturing Company, Ft. Worth, Texas, are now being insulated with Styrofoam, trade name for the low temperature insulation material made by The Dow Chemical Company.

A.R.A. is using the lightweight plastic foam to insulate the cooling case in both their Refrigair and Refrigair, Jr., 2½-ton and 2-ton units respectively. In addition to the outstanding and constant in-

ulating value of Styrofoam, the manufacturer likes the ease and speed with which the material is worked and installed.

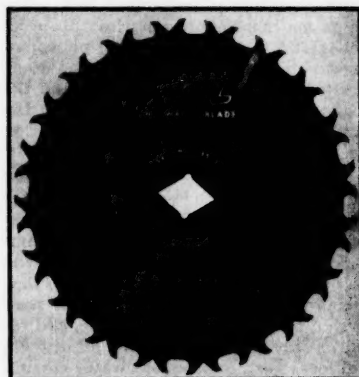
One inch and one-half inch of Styrofoam is used to insulate the coil box efficiently. The material, in rigid board form, is cut to size and remains in place without the use of adhesive.

## Two-Way Blade

Skil Corporation, 5033 N. Elston, Chicago, Ill., manufacturer of portable power tools, has placed on the market "a remarkable new blade discovery"—a two-way blade, which, according to the firm, cuts in either direction of rotation, hones itself and has a 50 per cent harder cutting edge.

The two-way blade is used in one rotation until the cutting edges of the teeth become dull. The blade is then reversed in the saw. After the blade is reversed, the sides of the teeth dulled in the original rotation of the blade are automatically honed to new sharpness, as the saw operates, the firm states.

Skil engineers, who have put the two-way blade through punishing tests in Skil's Product Research Department and under job conditions in the field, report the blade should be reversed frequently



**Reversible Self-honing**

to provide maximum life. There is no loss of diameter after frequent honings, it is pointed out.

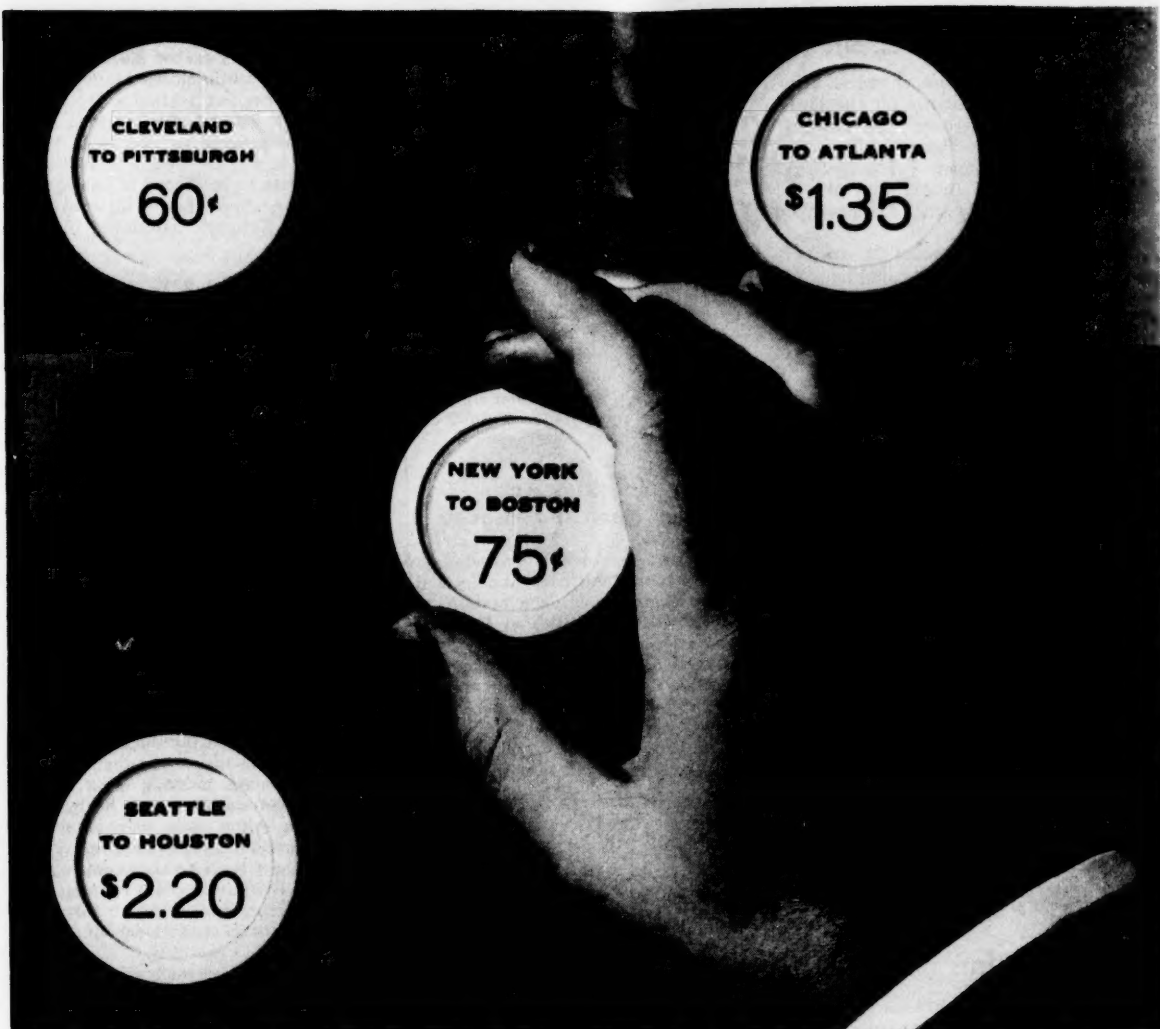
The two-way blade is available in three popular sizes, 5¼-in., 7¼-in., and 8¼-in. All blades have a diamond arbor, since they were designed for Skil saws, exclusively.

## Glare Reducing Glass Blocks

Pittsburgh Corning Corporation announced a new series of glass blocks that reduce glare and solar heat gain. Known as "Suntrol," these blocks are expressly designed to meet the requirements of architects who are faced with high brightness problems resulting from sun and snow. They contain a pale green fibrous glass diffusing screen that reduces surface brightness or glare by 35 per cent, and instantaneous heat gain by 25 per cent.

Iron and steel rank next to the electric utilities as coal's largest customers.





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**BELL TELEPHONE SYSTEM**



## New England Chemical Firm Selects Greenville, S. C. Site

A large New England chemical concern has chosen Greenville for the location of its new southern development laboratory, it was jointly announced recently by L. W. Bishop, director of the State Development Board, and W. T. Adams, president of the Chamber of Commerce.

Union Bay State Chemical Co., Inc., of Cambridge, Massachusetts, suppliers of chemical products to many industries, will concentrate for the present on the textile industry in its new operation at 15 Gordon Street, the announcement said.

Kenneth C. Mittell, industrial sales manager for the company, said Greenville was chosen "because growth of business activity, particularly textiles, is faster in your area than any other we have had under consideration.

"Secondly," he said, "Greenville is centrally located in our opinion for the distribution of products such as we manufacture."

He said the company, having been for years suppliers of quality reinforcing and backing compounds for upholstery and pile fabric applications, feels that the new installation will assure its southern customers more efficient and broader sales and technical service.

"To keep pace with the new and con-

tinuing development of fibers and fabric designs in textiles, this 'on the spot' headquarters will help greatly in the development of new products for the industry. Union Bay State is putting great emphasis on the development of products based on its own synthetic polymers. This work is going to be stressed at this new location. In addition, much closer contact with the manufacturer in the application of the company's current products will be undertaken," the announcement said.

Roy Boggs, Clemson graduate and an experienced textile chemist long affiliated with southern mills, will be manager of the development laboratory. Sales service will continue under the supervision of William Miller and Byrd Miller, Jr., of Byrd Miller & Sons Company.

## Newport Industries Adds Hydrogen Plant at Pensacola

As part of its current expansion program, Newport Industries, Inc., recently added a Hygirtol hydrogen manufacturing plant to its facilities at Pensacola, Fla. It is designed to operate over a wide production range. The Girdler Company, Louisville, Ky.—a division of the National Cylinder Gas Company—performed all design, engineering, procurement and construction services.

The hydrogen is produced by the cata-

lytic steam-reforming of natural gas. Two stages of carbon monoxide conversion, each followed by carbon dioxide removal, and a final methanation stage are employed for the purification of the reformer furnace effluent. The purified hydrogen is compressed to 1050 psig. At this pressure it will be used in a hydrogenation process to be placed in operation in September, when other facilities are completed by Newport Industries, Inc.

## Wachovia Bank & Trust Co. Expands Winston-Salem Office

Officials of the state-wide Wachovia Bank and Trust Company, the largest banking institution between Washington and Atlanta, have found it possible to add 29 per cent to the available floor space in their 44-year-old, 8-story, home office building in Winston-Salem, N. C. They have been able to do this through installing complete air-conditioning to dispense with the need for earlier architectural methods of providing ventilation and some relief from the heat, Mr. Charles V. Fenn, Vice President, Machinery and Systems Division of Carrier Corp. stated.

Bank officials had considered it necessary either to enlarge and modernize the present building or to construct a new one. It was decided that by installing air-conditioning to insure comfort, the two-story-high main banking area on the ground level could be cut horizontally adding an entire new floor. Additional space has been gained by constructing floors at every level across a conventional light and ventilation court running from the second through the eighth story. The gain amounts to about 1,000 square feet per floor.

As originally designed, the two-story-high ceiling in the extensively used banking area and the air shaft had permitted some alleviation of discomfort through ventilation and the fact that the warmest air would rise to the ceiling of the banking area. However, temperature and humidity inside the building in summer still depended to a large degree on the conditions of the outside atmosphere.

The Wachovia Bank is the first large building in Winston-Salem to be completely air-conditioned. It is representative of an increasing number of contracts received by Carrier for air-conditioning of business structures of moderate size which can provide first-class office space, Mr. Fenn said.

## Inorganic Chemical Plant Planned at Creve Coeur, Mo.

Monsanto Chemical Company announced that the new Inorganic Chemicals Division Research facilities will be built at Creve Coeur, Missouri.

Plans are presently in the formative stage and it is anticipated that it will be many months before construction will proceed. The firm of Holabird & Root & Burgee, 180 N. Wabash Ave., Chicago, Ill., have been retained as the architect-engineers.

adds a magic touch



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More and more metal fabricators are realizing the sales benefits that stem from using Hendrick Ornametal in their product design. Whether you require perforated metal for radiator enclosures, stove panels, kitchen cabinets, clothes and broom closets, lockers or similar applications, you can be certain there's a Hendrick Ornametal design suited for your exact needs.

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## Georgia Leads South In Pulpwood Output

Georgia led all states in the south in pulpwood production in 1953 and a Georgia county—Clinch—led all counties in output.

These figures have just been released by the U. S. Department of Agriculture, Forest Service, and the Southeastern Forest Experiment Station, Asheville, N. C., E. L. Demmon, Director.

The south's output was 16,127,000 cords, 61 per cent of the nation's total production. Georgia produced 2,879,168 cords, of which 2,748,853 cords were pine, 124,613 cords hardwood and 5,702 cords chestnut.

Leading counties in Georgia in production were: Clinch, 146,963 cords; Brantley, 86,228; Charlton, 75,289; Camden, 73,308; Glynn, 71,852.

Glynn County led in hardwoods cords, 16,381; Decatur second, 15,981; McIntosh third, 14,401.

Two counties produced the 5,702 cords of chestnut, Fannin, 4,105 cords, and Gilmer, 1,597.

Georgia showed a gain in 1953 over 1952 of 366,000 cords produced.

The report listed 71 mills in the south that use pulpwood.

## American Gas & Electric Plans Expansion at Glen Lyn, Va.

Plans for further expansion of the American Gas and Electric Company System by the construction of a 225,000-kilowatt steam-electric generating unit were announced recently.

The new unit, to be built at an estimated cost of \$26,400,000, will be an addition to the Glen Lyn Plant of the Appalachian Electric Power Company, an AGE operating company subsidiary. The plant is located on the New River at Glen Lyn, Va., in the western Virginia panhandle.

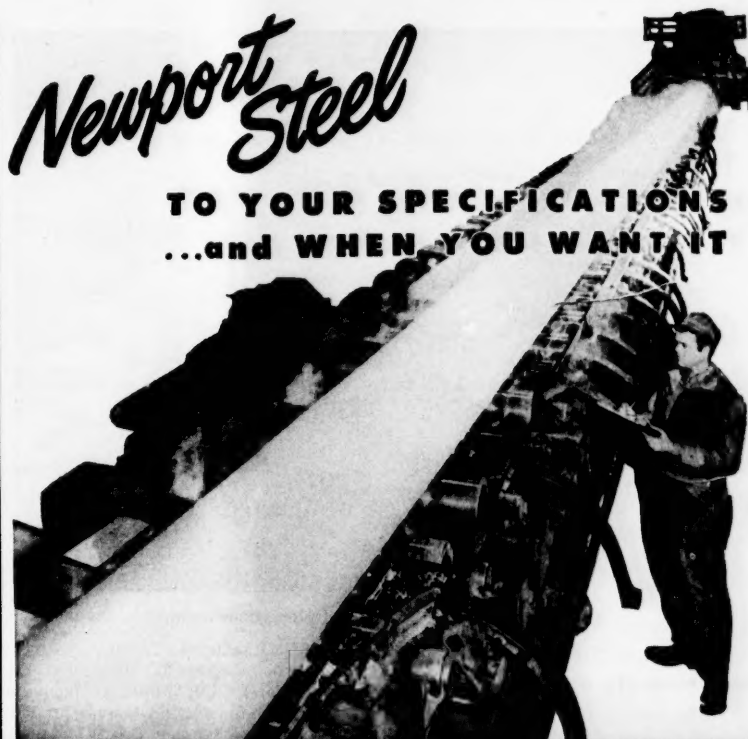
The unit will be the sixth of a series of 215,000-kw or slightly larger machines on the seven-state AGE System. Four of these units, the only high-pressure units of this capacity operating anywhere in the world today, have been placed in service on the AGE System in the past 15 months; the fifth such unit, now nearing completion, is scheduled for operation in about two months.

## Southwest Steel to Build \$600,000 Plant in New Orleans

Southwest Steel Products with headquarters in Houston, Texas, recently announced plans to erect a structural steel building on the Industrial Canal in New Orleans, Louisiana. The new building will contain office and shop floor space of approximately 80,000 square feet and will cost \$600,000.

October of this year has been set as the tentative date of completion. In this plant will be fabricated steel bars and other concrete reinforcing items. Standard and longspan steel joists also will be manufactured.

The firm has sales offices in Dallas, San Antonio and New Orleans.



Steel you buy from Newport is constantly improving in chemical and physical characteristics. In the laboratories and through each step in the process from furnaces to finished product, its production is a precision operation on the most modern facilities, safeguarded by every known check by steelmakers of long experience. Central location and flexibility of operation help to meet delivery dates. Hauls are short and economical by rail, truck and river barge. Let us tell you more about Newport's improved facilities for serving you.



### ECONOMICAL WATERWAY DELIVERY

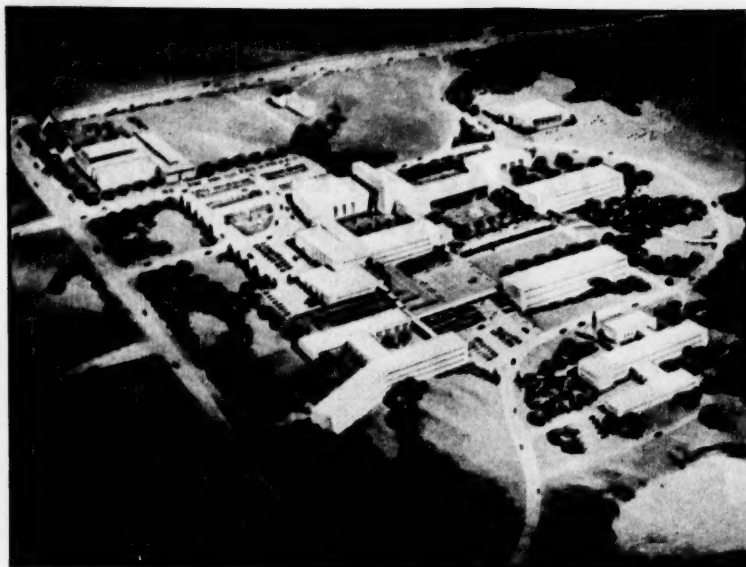
Newport Steel is situated on the Mississippi-Ohio River system and the great Cincinnati rail hub. With the advantage of location, new river barge facilities and seven major railroads, Newport gives economical, dependable delivery to industrial areas throughout the Middle West and South.

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- Electric Weld Line Pipe
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- Galvanized Sheets
- Galvannealed Sheets
- Colorbond Sheets
- Hot-Rolled Pickled Sheets
- Electrical Sheets
- Alloy Sheets and Plates
- Roofing and Siding
- Eave Trough and Conductor Pipe
- Culverts

**Newport Steel**  
CORPORATION

NEWPORT, KENTUCKY



Architect's conception of the proposed campus.

### Plans Launched to Establish The University of Dallas

A campaign to establish another institution of higher education in Dallas has been launched by a group of civic leaders headed by E. Constantin, Jr.

The new institution, to be known as the University of Dallas, will provide

additional educational facilities to meet the needs of fast-growing Dallas. A fully rounded curriculum offering four-year courses is planned. The University will confer degrees in the classics, music, dramatics, arts, business and commercial subjects.

The location of the new University has not been determined, but a committee

is already at work considering possible sites. One 65-acre tract, valued at \$500,000, has been offered for this purpose.

The University will be co-educational and non-denominational. It will be sponsored by the Sisters of St. Mary of Namur, an Order of Catholic teaching Nuns who operate 17 schools throughout Texas. As its sponsors, the Sisters will contribute approximately a million dollars in property, equipment and cash toward the new institution.

A civic campaign to raise an additional \$2,000,000 is now underway under the chairmanship of Mr. Constantin. Jerome K. Crossman, president of the Dallas Chamber of Commerce, is co-chairman of the advance-memorial gifts division with James M. Moroney.

Plans call for an initial student body of 500, of whom 150 will be housed on the campus. It is hoped that the University will be ready to receive its first class of students in the fall of 1955.

### Big Business Gain Lands Oklahoma City in Top Ten

From the standpoint of cities in the United States making the greatest gain in business over the corresponding period a year ago Oklahoma City is topped only by two cities: New York and Sioux Falls, S. D. The current business trend bulletin issued by Rand McNally again places Oklahoma City in the top ten cities of the nation as far as business conditions are concerned.

The Southwestern area is the most favorable of any in the country. Three factors are credited with influencing the increase: some real recovery in agriculture, seasonal gains and psychology. The psychology, of course, is the growing awareness of most of the people that the nation is not going into a deep slump.

### Mississippi Aluminum Expanding Before Operating New Plant

The Mississippi Aluminum Corporation of Gulfport has announced plans to expand before it has even started to operate in its new plant.

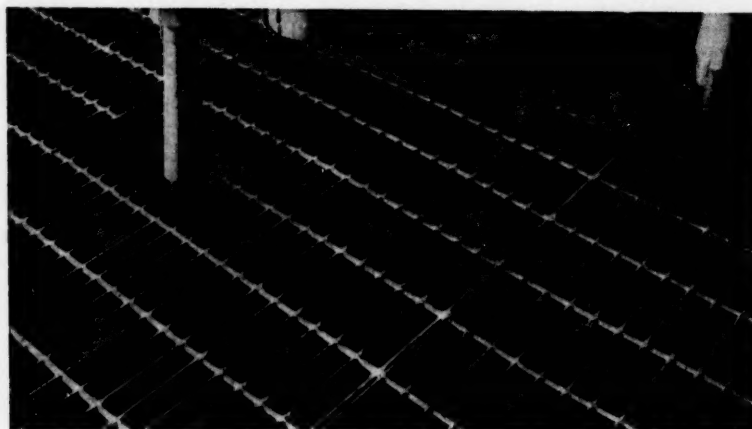
V. C. Mrowca, executive vice president and general manager, announced that the company which was organized to extrude aluminum will soon add fabricating facilities to produce such items as aluminum window frames and other articles.

The equipment to fabricate finished products will be installed in the \$550,000 plant in North Gulfport starting within the next few months.

Meanwhile the company is continuing to extrude aluminum tubing and shapes at its temporary plant which is set up in a hangar at the Gulfport Airport.

The temporary plant is working with a 1250-ton hydropress which in July used over 200,000 pounds of aluminum in extruding irrigation tubing and other products.

It is expected that the plant will employ 150 people and will extrude more than 1,500,000 pounds of aluminum monthly when in full operation in the new 64,000-square-foot building.



**Gary**

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### Standard Steel Spring Division

ROCKWELL SPRING AND AXLE CO.  
4001 East Seventh Avenue • Gary, Indiana



## Millionth Passenger Flown By Pioneer Air Lines

Headquartered in Dallas, Pioneer Air Lines made aviation history this month by becoming the first local service carrier in the Southwest to fly a million passengers.

Back East, a "local service" airline serves a relatively small geographic area; Pioneer serves a vast 2,000-mile territory over Texas and New Mexico.

With the boarding of the millionth passenger, Pioneer completed the flying of more than 280,000,000 passenger miles—all on scheduled operations without accident or injury to passengers or crew members.

Pioneer Air Lines (then Essair, Inc.) came into being in November of 1943, when the Civil Aeronautics Board awarded it a three-year temporary certificate to operate between Houston and Amarillo via Austin, San Angelo, Abilene and Lubbock over a route of 683 miles.

Pioneer was the first of the local service airlines and it was necessary to make certain modifications in the procedures and operating pattern of the larger carriers.

## Miller Container Erects Plant On N&W in Roanoke, Va.

Ground was broken recently for the Miller Container Corporation plant on the Norfolk and Western in Roanoke. To be devoted entirely to the manufacture of corrugated containers, the new industry will be located on the Old Hollins Road less than a mile north of Roanoke Shops and within the switching limits of Roanoke Terminal. The plant will be of modern brick construction and will have approximately 50,000 square feet of floor space.

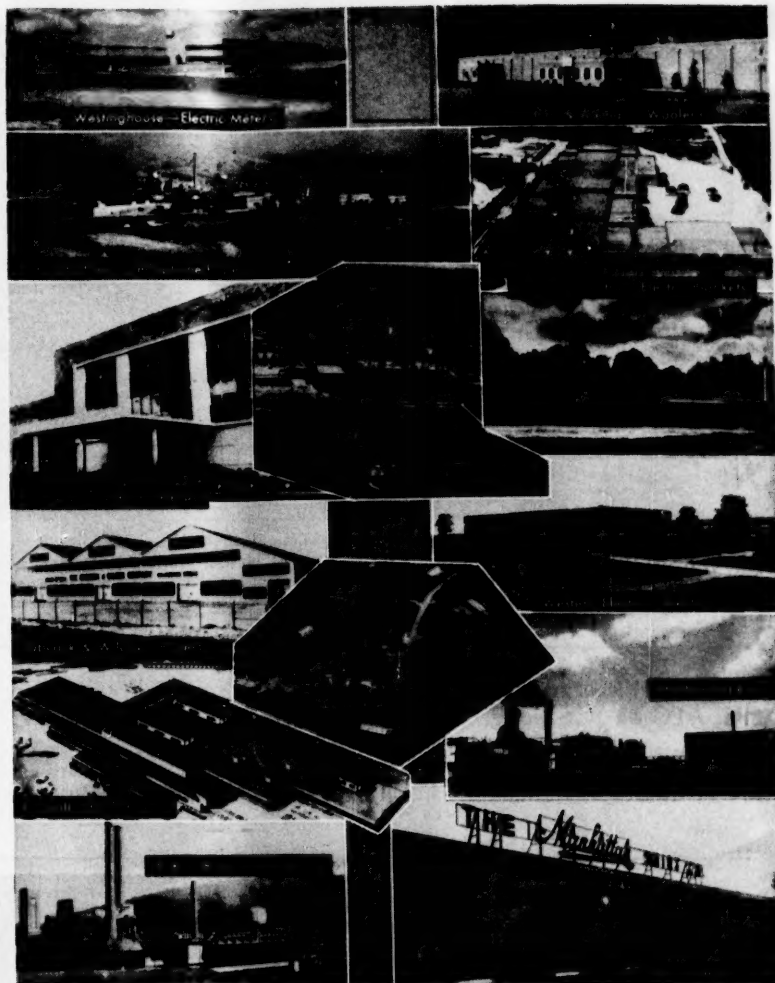
Cartons manufactured by the plant will be used in packing and shipping furniture, textiles, canned goods and other foods, and small consumer goods. Officials of the new industry are J. C. Miller, Jr., president; H. P. Kyle, vice president and general manager; H. A. Taylor, secretary, and L. N. Miller, treasurer.

## Chemical Production Started at New Plant in Moundsville, W. Va.

Start-up of production of its chloromethane plant at Moundsville, W. Va., signalling the addition of four new products to its long-established line of alkali chemicals, was announced recently by Solvay Process Division, Allied Chemical & Dye Corporation.

The new plant, which has been under construction for over a year, will produce methyl chloride, methylene chloride, chloroform and carbon tetrachloride.

Methyl chloride is used in manufacture of butyl rubber, silicone resins, dyestuffs, and preparation of greenhouse sprays. Biggest outlet for methylene chloride is as a non-flammable solvent for high quality paint and varnish removers. Other uses include production of safety-type photographic film and formulation of aerosol propellants.



## THEY CHOSE NORTH CAROLINA

Symbolic of the diversity of North Carolina's industrial growth are these firms, representative of 340 new plants established in the South's leading industrial state in the last two years.

Already the national leader in textiles, tobacco and wooden furniture manufacturing, North Carolina is making significant strides forward in the fields of electronics, machinery, paper and other diversified industries.

Opportunity continues unlimited in the advancing South, and North Carolina has a wide choice of sites and plants for expanding industry, with highly favorable climate, market, labor and recreational factors.

For more information communicate with Ben E. Douglas, Director, Dept. of Conservation & Development, Raleigh, N.C.

The 48-page booklet "NORTH CAROLINA STORY" describes the State's industrial diversity in a chapter "From Aircraft to Zippers". Write for a copy.

**Friendly North Carolina**  
Where Industry Prospers



Beautiful new plant of the Schlumberger Well Survey Corporation, Houston, Texas. The exterior design effect is obtained by the use of Mahon aluminum well panels and brick. 20,000 square feet of the modern aluminum insulated panels were used. Mackie & Kamrath were the architects, and Tellepsen Construction Co., General Contractors.

### \$700,000 Laboratory Building For AEC at Oak Ridge, Tenn.

A new laboratory building for the study of the effect of radiation on solids will be constructed at Oak Ridge National

Laboratory, S. R. Sapirie, Manager of the Atomic Energy Commission's Oak Ridge Operations, announced recently.

The building, to cost an estimated \$700,000, will expand the present physics of solids building at ORNL. Much of the

research to be carried out in the new building will be associated with the new research reactor to be constructed nearby.

The structure will be a two-story laboratory building, 92 by 80 feet, with a full basement.

When completed, the building will provide additional facilities for the ORNL Solid State Division, much of which is presently located in temporary facilities.

The laboratory, which Union Carbide and Carbon Corporation operates for the AEC, carries out a broad program in solid state research. It includes fundamental studies of the effects of radiation on solids, support of various programs involving study of radiation effects on reactor materials, and applied research in advanced reactor engineering and development.

Architect-engineering services in connection with the design of the new Solid State Building will be performed by H. K. Ferguson Company, Inc., of Cleveland, Ohio.

### \$1,000,000 Electronic Plant For Research at Joplin, Mo.

Pacific Mercury Television Manufacturing Corp. of Van Nuys, Calif., has announced it will locate a \$1,000,000 electronics research and development plant in Joplin. It will employ 250 persons and have an estimated payroll of \$25 to \$3 million annually.

Joseph Benaron, president, said the company hoped to have the plant in operation by the spring of 1955. Of the total employees, 75 will be physicists and electronics scientists, and 75 others will be electrical and mechanical engineers.

Pacific Mercury manufactures TV sets for Sears, Roebuck & Co., which owns 30 per cent of the company's stock.

The Joplin plant will have some 25,000 square feet of floor space. It will be on a 10-acre tract purchased through the Joplin Chamber of Commerce.

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### Apparell Firm Building In Camden, South Carolina

Construction has started here on a new \$200,000 manufacturing plant which will employ 300 persons, L. W. Bishop, director of the State Development Board, announced recently.

He said Al R. Landsman, president, has notified him the Tic Tac Company, Inc. manufacturers of children's wear, expects to begin operation in about three months, on a site on Dicey's Ford Road northeast of Camden.

The building will be 33,000 square feet in area, of completely modern one-story design and with refrigerated air-conditioning throughout. Pinetree Building & Supply Co., of Camden, is the contractor, and Carolina Engineering Company, Florence, the engineers.

Mr. Landsman said his company, which is affiliated with the Skyline Manufacturing Company, of Kingston, New York, has investigated many other states before deciding on South Carolina.

## Huge Santee Wool Firm To Build at Greenville, S. C.

The Santee River Wool Combing Company will build its huge plant, subject to clearing the titles to the site and final approval of the owners, Amedee, Prouvost and Sons of Roubaix, France.

Informed sources in Greenville said the plant will have an ultimate capacity of 80,000,000 pounds of wool per year. It will contain 155,000 square feet of floor space, and will be the second totally enclosed, completely air-conditioned wool scouring and combing plant in the world. The first is now under construction for the Wellman Combing Company of Johnsonville, about 40 miles from Jamestown.

Commented Mr. Daniel: "We are rewarded enough in having this great industry in our state. Mr. Prouvost informed me on his first visit over two years ago that we would be the contractors for the project when the location was finally determined."

Construction will start about September 1. The Daniel Company, of course, will be construction engineers.

Charles E. Daniel, president of Daniel Construction Company, Greenville, is credited with securing a new \$3,000,000 enterprise for South Carolina.

Mr. Daniel has been active for many years in securing industrial plants for South Carolina.

## Edison To Be Honored by CP&L At New Wilmington, N. C., Plant

Carolina Power & Light Company will dedicate its new Wilmington plant on October 21, the 75th anniversary of Thomas A. Edison's invention of the incandescent lamp, it was announced.

Louis V. Sutton, CP&L president, told company directors that the dedication date would coincide with a nationwide salute to Edison. Directors discussed plans for inviting the public to tour the new plant during "open house" on dedication day.

## Schoonbeck Co. to Erect Furniture Plant at High Point

The Schoonbeck Co., builders of fine living room furniture, of 50 Wealthy St., Grand Rapids, Mich., is planning to locate a large manufacturing operation in High Point, according to a joint announcement by Ted Schoonbeck, secretary-treasurer of the company, and Ed Mendenhall, president of the High Point Chamber of Commerce.

The Schoonbeck Co. has leased a 14,000 square foot building on S. Main St. Ext. and will go into production as soon as special machinery and equipment arrive from Grand Rapids. The new plant will employ 40 skilled workers with a payroll approximately \$150,000 annually.

For more than 30 years, Schoonbeck has been manufacturing a distinctive and high quality line of living room furniture, and the High Point plant will continue to manufacture this exclusive line.

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## Oil Firm Erects Research Lab To Cost \$500,000 in Oklahoma

Continental Oil Company soon will be able to boast of one of the most unusual research laboratory buildings in the world, according to an interview with Harold G. Osborn, Continental vice president, in which he described Conoco's newest construction project now underway at Ponca City, Okla.

The new building will be of unique design and when completed will "have a hole in the middle like a doughnut," Mr. Osborn said. It is scheduled for completion early in 1955.

To cost approximately \$500,000, the revolutionary structure is being built from an 80,000-barrel oil storage tank. Its primary purpose will be to provide pilot plant facilities to explore the commercial feasibility of manufacturing petrochemicals already developed by the research laboratory staff. Mr. Osborn revealed that the company planned to bring about 60 additional scientists and research workers to its Ponca City research center to staff the new laboratory when it is completed.

## Natchez Tire & Tube Plant To Expand Capacity 42%

Plans for the expansion of the tire and tube capacity of the Natchez plant of the Armstrong Tire & Rubber Company by 42 per cent were announced by Fred

Machlin of West Haven, Conn., president of the company, recently.

Mr. Machlin said the program would involve \$2,500,000 and would increase production capacity of tires and tubes from the present 7,000 to about 10,000 per day. He did not estimate what the additional production capacity would mean in increased employment and payroll.

## National Lead to Expand St. Louis Titanium Division

The Titanium Division of National Lead Co. has begun an expansion program at its St. Louis plant. When completed in July, 1955, new equipment and a plant addition will result in a production increase of 36,000 tons a year.

At the same time, it is expected that employment will increase 300 from the present total of about 700. The plant now makes calcium-base titanium pigments; after the expansion, pure titanium dioxide will also be produced.

## Kentucky Plans Forum On Industrial Development

How can a community finance industrial plants? What does a prospective industry look for in a community? What advance preparation must a community undertake to attract industry?

These are some of the questions to be answered in a statewide Forum on Industrial Development, sponsored by the

Kentucky Chamber of Commerce, October 27, in Louisville.

The forum will bring together, at a dinner meeting in the Brown Hotel, Kentucky community leaders, industrialists, and nationally recognized specialists in industrial location.

This will be the first KCC statewide work session on the techniques and know-how of industrial location. R. M. Watt, Lexington, Chairman of the Kentucky Chamber's Industrial Development Committee, said in announcing the forum. It will launch the Chamber's plan to have in every Kentucky community key civic leaders trained in the technical aspects of attracting industry, Watt said.

## Fuel Gas Firm Building Storage Pools in W. Va.

The United Fuel Gas Company will establish two new underground natural gas storage pools in West Virginia at an eventual cost of more than \$14,000,000.

The pools will have an estimated total capacity of 28 billion cubic feet of gas and will serve to increase the supply available for distribution in winter months. One pool will underlie about 16,500 acres in Jackson County and the other will underlie 9,300 acres in Wood County.


## South Carolina Rubber Company Expands Production Field

Culminating two years of laboratory research, experimentation and planning, the Charleston Rubber Company of Charleston, S. C., has announced perfection and production of a new all-neoprene protective glove for industrial use. The new glove is being merchandised nationally under the trade name of NEO-SOL, and is the nation's newest development in neoprene gloves.

Simultaneously, the Charleston Rubber Company also announced plant enlargement and the creation of an industrial products division. Addition of the new NEO-SOL glove to its line now enables the company to enter aggressively the industrial field with a complete line of rubber gloves and other items designed for furtherance of safety in industry.

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## METALS



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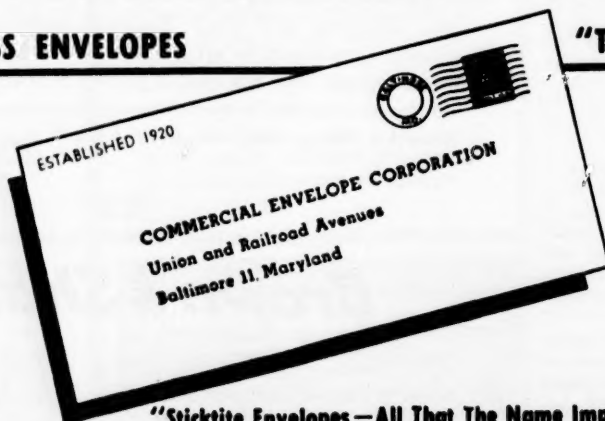
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## Fall Elections

(Continued from page 26)

and a highly improved modern depreciation tax policy. Opponents of the bill, while usually stating that they were "in favor of" free enterprise proclaimed they were the true friends of the worker. Yet the very provisions which most effectively promoted the job creating process were those against which they debated the most violently.

These self-anointed protectors of the "underdog" and avowed enemies of the "fat, greedy and selfish rich" are adept at the use of slogans and labels which confuse and distort. For example, they call the exposition of the roles of incentives, savings and investment in the stimulation of employment the "trickle-down" theory of economic prosperity. If they really view the workings of our economic system in this fashion they must be standing on their heads. Obviously if corporate enterprise flourishes the first to benefit are the workers and those who sell commodities and services to business. They must be paid before even the government receives any taxes on profits. The share owners come last. They are at the bottom, not the top. It is from the net profits which remain after all charges and expenses that they are entitled to receive dividends on their invested capital.

But we hope we are wrong this year and that the real facts of economic life will be told over and over again in the Fall campaigns. Maybe we are too optimistic.

### Trucking Factory Branch Underway at Charlotte, N. C.

City officials, civic leaders, bankers and large truck line operators in the Carolinas joined with top management and factory branch officials of Trailmobile, Inc., in a formal ground-breaking ceremony when actual construction was started on the new \$350,000 factory branch building of Trailmobile in Charlotte, N. C.

Many hands were on the 3-foot-wide handle of the official ground-breaking spade when the first spadeful of earth was turned. They included those of Mayor Phil Van Every of Charlotte; Arthur Jones, vice-president of the American Trust Co.; John Watlington of the Wachovia Bank; Earl Clontz, vice-president of Frederickson Express Co.; S. C. Brock, president of the F. K. & S. Trucking Co.; John Greene, superintendent of transportation, Southern Dairies division of Sealtest; Louis Guignard of Guignard Bros., and others.

Representing Trailmobile top management, Joseph O. Young, vice-president for branch operations, and Norman G. Stedron, south-east sales division manager, came from Cincinnati for the ceremony.

Completion of the new branch building, probably about January 1, 1955, will greatly increase the facilities of the Charlotte branch, according to W. A. Burns, president of Trailmobile, Inc.



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## BUSINESS NOTES

Opening of a new distribution center to meet the increased formaldehyde needs of chemical and textile industries in the South Atlantic States has been announced by the **Borden Company's Chemical Division**. The new center is at **Kernersville, N. C.**, and supplements two other Borden formaldehyde shipping points in the East. These are at the Company's Bainbridge, N. Y., and Demopolis, Ala., manufacturing plants.

The new distribution center permits Borden for the first time to offer tank-

truck deliveries of formaldehyde along the entire Eastern Seaboard, except for the northern tip of Maine and the Southern tip of Florida.

Appointment of **Florida Metals, Inc.** as authorized distributor for hydraulic Hozelok fittings and hose assemblies is announced by D. A. Cameron, industrial sales manager of **The Parker Appliance Company, Cleveland, Ohio**.

Florida Metals maintains warehouses in Tampa (222 N. 12th St.) in Jacksonville

(2937 Strickland St.) and in Miami (3690 N. W. 52nd St., Hialeah).

According to R. P. Charles, Vice-president in the general office in Tampa, Florida Metals will maintain stocks of Hozelok fittings at all three points along with established stocks of tube fittings for prompt servicing of customer needs.

Working with the distributor, providing technical assistance as needed, will be Lewis C. Ely, Parker district manager in the southeastern area.

Six new dealers have been appointed to sell and service the Michigan line of excavator cranes and tractor shovels, products of the **Construction Machinery Division of Clark Equipment Company**, according to an announcement by Clarence E. Killebrew, Clark vice president.

Dealers and territories involved are Ed Meyer Tractor Company, Mount Vernon, Ill., for Southern Illinois; **Linder, Cox and Company, Lakeland, Fla.**, for central Florida; **Dempster Brothers, Inc., Knoxville, Tenn.**, for eastern Tennessee and northwest Georgia; **Standard Equipment and Supply Company, North Little Rock, Ark.**, for most of Arkansas; **Power Equipment Company, Lubbock, Texas**, for northwest Texas; and **Wilson Equipment Company, Odessa, Texas**, for west central Texas.

Appointment of **Hubbell Metals Inc.** of **St. Louis, Missouri**, as Central and Southwestern states distributor of magnesium mill products has been announced by **The Dow Chemical Company**.

The appointment of Hubbell Metals Inc. brings to four the number of distributors of Dow's magnesium mill products, the others being Reliance Steel Company, Los Angeles, A. R. Purdy Company, Inc., Lyndhurst, New Jersey, and Fullerton Steel and Wire Company, Chicago, Illinois. The addition of the new distributor is part of Dow's program to increase the availability of magnesium mill products to the consumer.

Hubbell Metals Inc. also distributes a complete line of copper and brass, steel, stainless steel, and aluminum mill products and is equipped for shearing, slitting, leveling, edging and sawing operations. The company maintains warehouses in St. Louis, Missouri; Indianapolis, Indiana and Kansas City, Missouri. In addition, resident sales offices are located in Cedar Rapids, Iowa; Decatur, Illinois; Fort Wayne, Indiana; Joplin, Missouri; Omaha, Nebraska and Wichita, Kansas.

**Morgan's, Inc., 111 West Broad Street, Savannah, Georgia**, has been appointed to sell and service the line of fork trucks, straddle carriers and other materials handling equipment manufactured by the Industrial Truck Division of Clark Equipment Company, according to an announcement by L. A. DePolis, Clark sales manager.

The dealer will handle the Clark line in the Georgia counties of Effingham,

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Sam H. Morgan is president of Morgan's, Inc., Lorton S. Livingston is vice president and treasurer and Edward H. Morgan is vice president and secretary.

**Foster-McClure and Associates**, an industrial design firm has moved from Tulsa, Oklahoma, to new offices at 2609 Cedar Springs in Dallas.

The firm designs new products and restyles old products, paying particular attention to packaging, trademarks and other items where eye appeal creates greater sales appeal. It also has a building planning and interiors department which does interiors for business offices, stores, schools and other projects.

Both partners are natives of the Southwest, Mr. Foster attending Tulsa University and University of Southern California and Mr. McClure attending the University of Colorado. Experienced with other firms, the two formed their own organization five years ago. They moved to Dallas to expand operations and offer a closer contact with the manufacturers and business firms of the rapidly growing Southwest.

**The First National Bank of Greenville, S. C.** has announced plans for a new branch office to be opened at 900 Pendleton Street near the Greenville General Hospital. The present site was occupied by a grocery store and the present structure will be retained. Plans call for addition at the front of the building and for a new facade.

It is expected that construction will begin as soon as plans are completed this month and that the new branch will be open before the end of the year. Construction will be handled by the Daniel Construction Company also of Greenville.

A new national sales organization covering the combined Dallas and Libertyville Divisions of **Burgess-Manning Company**, manufacturers of industrial noise abating equipment, was announced recently by Ralph L. Leadbetter, President. The new plan does not affect the Architectural Products Division of the Company, at Chicago, headed by Dudley W. Day, Vice President.

Under the plan, which took effect Sept. 1, the national sales organization will consist of three primary districts, Chicago, New York, and Dallas, with related sales agency territories in each district. Complete sales operations will be directed and correlated by S. G. Paddock in conjunction with his duties as manager of the Dallas Division.

Frank K. Becker of Dallas has been named district manager of the Dallas District, which includes the Southwest and Southern Far West, with sales agencies in Tulsa, Houston, New Orleans, Denver, and Los Angeles. H. L. Harris has been named to assist in Dallas district sales.

**Yardley Plastics Co., Columbus, Ohio**, announces new warehousing service at

565 Western Ave. N.W., Atlanta, Ga.

"This new facility will enable us to give over-night and pickup service to our dealers and distributors in the Southern States," said Robert W. Rosel, Sales Manager.

Yardley is one of the manufacturers of plastic pipe.

Negotiations with the **Warner & Swasey Company, Cleveland, Ohio**, to manufacture and market the new "Whirlwind" ply twister-winder have been completed according to an announcement made recently by Russell B. Newton, President of the **Deering Milliken Research Trust, Pendleton, S. C.**

Designed and built originally by Deering

Milliken Research Trust for the plying of synthetic filament yarns to produce industrial cords, many other uses for the machine have been developed since the machine was introduced six months ago at the American Textile Machinery Exhibition at Atlantic City.

**Corrosion Services Incorporated of Tulsa, Oklahoma**, an organization devoted to the installation and servicing of corrosion control systems for industry, have been named distributors for Dow magnesium anodes for the protection of underground and underwater structures. W. S. Loose, sales manager, magnesium department, announced.

## Dixie Made for Dixie Trade



Join Southern manufacturers of Chemical, Paint, Food, Petroleum and other products who have come to depend on Vulcan Steel Container Co. for quality steel Pails and Drums.

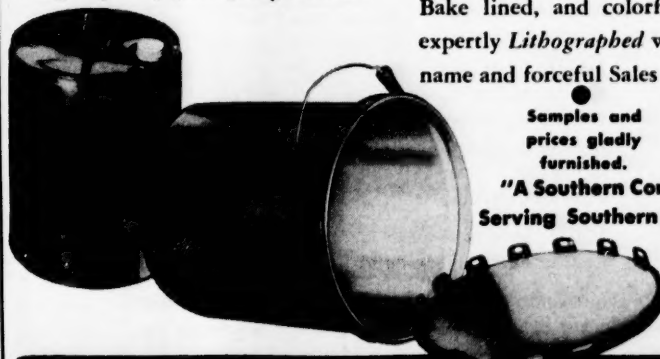
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## FINANCIAL NOTES

A proposed 170,000 share stock dividend for shareholders of the **Republic National Bank**, and consolidation of the **National City Bank of Dallas** with **Republic National Bank of Dallas** will be submitted to shareholders of the respective institutions for their consideration and approval on October 26, 1954, it was announced.

Action of the Boards of both banks in setting a date for special meetings of the shareholders of the two institutions to act on the proposals was announced jointly by Karl Hoblitzelle, Chairman of the Board, and Fred F. Florence, Presi-

dent, of Republic; and by R. R. Gilbert, Chairman, and DeWitt T. Ray, President, of National City, following meetings of the Directors of both banks.

The consolidated bank will retain the name of Republic National Bank of Dallas. Capital stock will be \$27,000,000, divided into 2,250,000 shares of common stock of the par value of \$12 each.

A net profit for **Seatrains Lines, Inc.**, for the six-month period ended June 30 of \$688,839.84 has just been announced by David M. Brush, vice president and

treasurer. This was net after taxes and after the regular appropriation to meet deficiency in depreciation reserves.

This was Seatrain's first public financial statement since it won a permanent operating permit from the Interstate Commerce Commission and covered several months while the line was still operating under a temporary permit, the final approval was given in April.

Seatrains began operations as a rail car ferry service between Savannah and Edgewater, N. J., in December, 1951, but had a three-year battle to obtain a permanent permit. Operation of the big ships carrying loaded box cars was opposed by most of the Eastern railroads on grounds that they were already providing adequate transportation facilities.

But two railroads sided with Seatrain—Central of Georgia, whose tracks from the interior link with Seatrain at the Port of Savannah, and the Susquehanna Railroad whose tracks connect with Seatrain at Edgewater.

Seatrains has lengthened its box car ferry service around the coast to New Orleans and on to Texas City.

**Smith-Douglass Co.**, manufacturer of chemical fertilizers, reported record sales and earnings for the fiscal year ended July 31, 1954. Net income was equal to \$2.51 a common share against \$2.26 in the preceding fiscal year.

Net sales for fiscal 1954 were \$39,511,538, up from \$37,160,524 in the preceding 12 months.

Ralph B. Douglass, in the report, told stockholders the company is doing some pilot plant work looking toward the recovery of uranium in small quantity from the operation of its phosphoric acid plant at Streator, Ill.

The company's expenditures for construction during the fiscal year totaled \$2,800,000.

Consolidated net sales of **Federal Pacific Electric Company** were \$33,993,027, the highest in the company's history, for the fiscal year ended June 30, 1954, it was announced by Thomas M. Cole, executive vice president and chief executive officer. This compares with combined net sales of \$30,904,355 for the preceding fiscal year.

Net income for the fiscal year ended June 30, 1954, was \$1,104,999, compared with \$1,317,107 for the preceding fiscal year. Mr. Cole pointed out that earnings were affected during the fiscal year just ended by heavy initial expenses connected with beginning operations at Federal Pacific's large new switchgear plant at Scranton, Pennsylvania.

Earnings for the fiscal year were \$1.50 per share on the 738,408 shares of common stock outstanding on June 30, 1954, exclusive of class B stock ineligible for dividends. This compares with \$2.42 per share on the 545,108 shares of common stock outstanding at the end of the preceding fiscal year.



Modern, new cafeteria at the Westinghouse Meter Plant in Raleigh, N. C. Architects—Roberts & Co., Atlanta, Ga.

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## WHO'S WHERE

**The Trane Company**, manufacturing engineers of air conditioning, heating, ventilating and heat transfer equipment announce that **Banks W. Clark** has been appointed manager of the **Oklahoma City** sales office. The branch is now located at the new address of 1710 North Broadway, Oklahoma City, Okla.

Prior to joining Trane, Banks received his B.S. degree from Duke University. He was a member of the 1950 Trane Student Class and upon completion of this graduate course was assigned to the Greensboro territory, where he operated the sub-office in Raleigh, N. C.

**The Ruberoid Co.** has appointed **Hanno A. Germann, Jr.** of New Orleans, La. to be a sales representative. He will serve distributors within a 110-mile radius of New Orleans.

Before joining Ruberoid, Germann was employed by the General Electric Supply Corporation and the Interstate Electric Company.

Germann, 35, attended Warren Easton High School and Tulane University. He served in the U.S. Army Air Corps and is a member of the Colonial Country Club and Illuminating Engineering Society.

**Mr. Frank J. Krupp** was appointed General Agent and Special Representative, Central of Georgia Railway Company,

Washington, D. C., effective September 1, 1954.

**Mr. Krupp**, in addition to his present duties at Washington, D. C., will have contacts with all agencies, Department of Defense, United States Government.

In addition, **Mr. Guy E. Mastin** is appointed Commerce Agent, headquarters Savannah, Georgia.

Also, **Mr. H. F. Duncan** is appointed Freight Traffic Representative, headquarters 811 First National Bank Building, Tampa 2, Florida.

Further, **Mr. H. M. Williams, Jr.**, is appointed Freight Traffic Representative, headquarters 181 Alabama Street, S. W., Atlanta 3, Ga.

**Robert L. Rushing**, 26, of Tyler has assumed his duties as assistant manager of the **Tyler Chamber of Commerce**, Tyler, Texas. Wayne E. Whittington, president, announced.

Rushing fills the position vacated by the recent resignation of Robert Hunt who was employed as manager of the Kilgore Chamber, succeeding the late Willard Tyler.

Rushing will manage the Chamber's Convention, Membership and Trade Extension departments and act as secretary to other committees.

**W. R. Henderson** has been appointed district manager of the **Richmond, Va.** terminal of **The Baltimore Transfer Co.** He will be in charge of terminal operations and sales.

Before joining the company he was for

seven years with the New Dixie Lines, in charge of sales and the offices at Richmond. He was secretary of the corporation and a member of its board of directors. Earlier he was with the B. F. Goodrich Co.

**Lawrence E. Skelly** has joined the staff of the **Wheland Company**, Chattanooga,

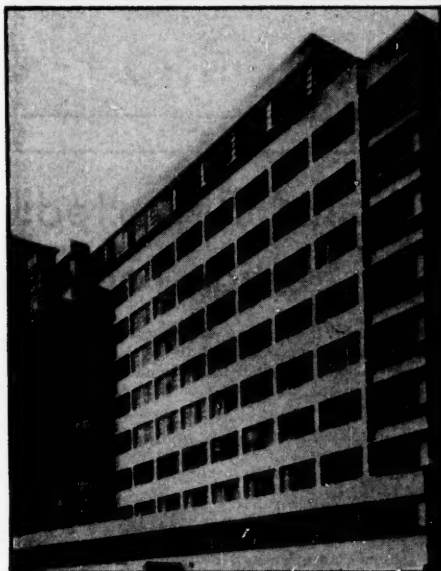


**Lawrence E. Skelly**

Tennessee, as engineering specialists. He was formerly chief engineer of Giffels & Vallet, Inc., in their Houston office.

Skelly has long been active in the design of plants and equipment for the

(Continued on page 58)



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## WHO'S WHERE

(Continued from page 57)

chemical and manufacturing industries. His appointment augments the present services of Wheland in the design and manufacture of specialized equipment for these industries.

Wheland is also engaged in the production of rotary drilling equipment, saw-mill equipment, grey iron castings and radar-controlled cannons.

• • •

The appointment of **Gordon Knox Smith** to the post of Sales Director of **Panelfab Building Products Division** has been announced by A. T. Tyree, president of **Panelfab Products, Inc.**, with headquarters at 2000 N. E. 146th Street, North Miami. The company has entered upon an extensive development of Panelfab metal-faced doors and metal-faced building panels for residential and commercial application, both in interiors and exteriors.

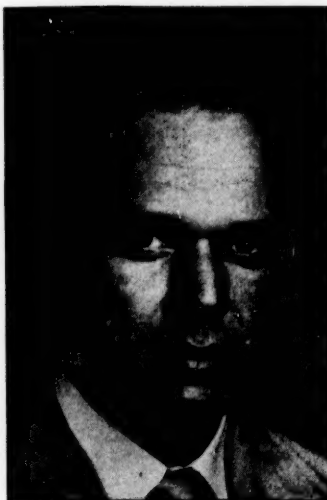
This new type of building material, which, according to the manufacturer, features extreme serviceability with light weight, is achieved through the permanent high bond of an impregnated Kraft honeycomb core between two metal facings. Panelfab facings include plain or patterned aluminum, porcelain or aluminum, porcelain on steel, and Formica or aluminum.

• • •

**Ralph Cronemeyer**, partner of Air

**Placement Equipment Company, Kansas City, Mo.**, has recently announced the appointment of **William F. Rutherford** as the company's eastern field engineer. He will direct sales and service for the company's **BONDACTOR** concrete gunning equipment and **MIX-ELVATOR**, a portable, combination mixer, proportioner and elevator. Rutherford will serve all of the eastern states from his headquarters at 111 E. Jerald Street, Highland Springs, Va.

• • •



**J. H. Williams**

**Joe H. Williams** has been appointed sales representative for the **Helicoid Gage Division, American Chain & Cable**

**Company**, in the **Dallas-Tulsa** area, according to an announcement by V. E. Lysaght, division sales manager at Bridgeport, Conn.

**Mr. Williams**, who will make his headquarters in Dallas, will cover the northern parts of Texas and Louisiana, and all of Oklahoma. The **Helicoid Gage Division** manufactures a complete line of pressure gages.

Prior to joining the **American Chain & Cable** organization in February of this year, **Mr. Williams** was employed by **Stone & Webster Engineering Corporation**, **The Lummis Company**, and the **Bowen Company of Texas, Inc.** He attended **Louisiana State University**.

• • •

Several sales appointments for the **Niagara Filters Division of American Machine and Metals, Inc.**, have been announced.

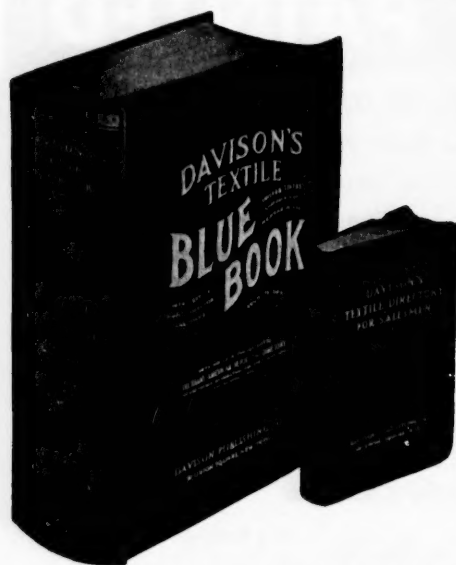
**John A. Mcursinge**, Los Angeles, Calif., and **Allan Edwards, Inc., Tulsa, Okla.**, have been appointed sales representatives. **James J. McHugh** has been appointed sales representative for **Niagara Filters Division** and **Tolhurst Centrifugals Division**, replacing **Hardy Bach**, who resigned.

**Allan Edwards, Inc.**, will represent **Niagara** in Oklahoma, Arkansas, western Kansas and northern Texas. Sales headquarters are located at 2445 South Jackson, Tulsa.

• • •

**Seaboard Air Line Railroad** announced **Mr. W. H. Higginbotham** has been appointed Assistant General Freight Agent, Raleigh, N. C.

• • •



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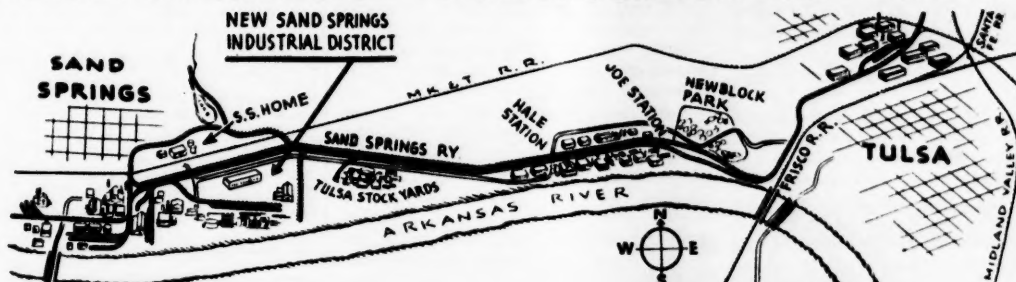
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Products manufactured and distributed in the national market (many of them exported) by the Sand Springs-Tulsa area companies include Textiles, Fruit Jars, Corrugated Boxes, Zinc Products, Steel, Electric Fixtures, Chemicals, Canned Foods, Janitor Supplies, Meat Products, Petroleum Products, Dog Food, Porcelain Enameled Steel, Paints and Varnishes, Building Materials and many others.

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## Georgia Plant Completed For Strietmann Biscuit Company

A new 170,000-square-foot baking plant was completed recently for Strietmann Biscuit Company at Macon, Ga., according to the Rust Engineering Company of Birmingham, and Pittsburgh, the designer-constructor.

Strietmann (Cincinnati), a division of United Biscuit Company of America, plans a weekly production of over one million pounds of cracker and biscuit products at the new plant that has three 300-foot continuous ovens, and the most modern food handling equipment. The new plant is so designed that it can be expanded to five ovens in the future.

It is located near the Glidden Company plant, designed and built by Rust in 1949, and the Armstrong Cork Company plant designed by Rust in 1948.

## Formaldehyde Plant Being Built By Reichhold at Charlotte, N. C.

Reichhold Chemicals, Inc., has currently under construction a formaldehyde producing installation at its plant in Charlotte, N. C., it was announced. The new unit, which will be completed and in operation this month, will be the first formaldehyde plant in the middle South.

The unit will have an annual capacity of 25,000,000 pounds and will be the fourth formaldehyde plant operated by Reichhold in the United States. Other

Reichhold formaldehyde units are located in Seattle, Ballardvale, Mass., and Tuscaloosa, Ala.

With the completion of the new Charlotte unit, Reichhold's total formaldehyde capacity will exceed 100,000,000 pounds annually, making the company one of the major producers of this basic chemical in the United States.

Formaldehyde is widely used in the manufacture of a broad range of products. Combined with phenol, it provides phenol-formaldehyde laminating resins as well as resins for surface coatings and shell molding and casting in the foundry industry. Combined with urea, formaldehyde is made into resins for surface coatings, plywood adhesives and paper chemicals.

Coal's share of the electric energy generated in the U. S. by fuels amounts to 65%.

## NEW PLANTS

(Continued from page 14)

### TENNESSEE

**CHATTANOOGA** — Cargill, Inc., Minneapolis, Minn., plans grain elevator on tract of land on North shore Tennessee River, West of Market St. Bridge.

**HARRIMAN** — Burlington Mills Corp., Greensboro, N. C., received bid from Geo. W. Reagan, Knoxville, Tenn., at \$252,000 for addition to hosiery plant.

**NASHVILLE** — City General Depot let contract to O. R. Phillipy & Sons, Memphis, (Continued on next page)

Statement of the ownership, management, circulation, etc., required by the Acts of Congress of August 24, 1912, and March 3, 1933 and July 2, 1946, of MANUFACTURERS RECORD, published monthly at Baltimore, Md., for October, 1954.

1. That the names and addresses of the publisher, editor, managing editor and business managers are: Publisher, Manufacturers Record Publishing Co., Baltimore, Md.; editor, Wm. M. Beury, MANUFACTURERS RECORD, Baltimore, Md.; managing editor, Richard R. Harwood, Jr.; MANUFACTURERS RECORD, Baltimore, Md.; business manager, Frank Gould, MANUFACTURERS RECORD, Baltimore, Md.

2. That the owner is Manufacturers Record Publishing Company, Baltimore 3, Md.; Stockholders are: Frank Gould, MANUFACTURERS RECORD, Baltimore, Md.; Wm. M. Beury, MANUFACTURERS RECORD, Baltimore, Md.; Fleet-McGinley, Inc., Baltimore, Md.

3. That the known bondholders, mortgagees and other security holders owning or holding 1% or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security-holders, if any, contain not only the list of stockholders and security-holders as they appear upon the books of the company, but also, in cases where the stockholder or security-holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security-holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest, direct or indirect, in the said stock, bonds or other securities than as so stated by him.

C. J. O'DONNELL,  
Treasurer.

Sworn to and subscribed before me this 20th day of September, 1954.

FRANK G. BEURY,  
(My commission expires May, 1955.)

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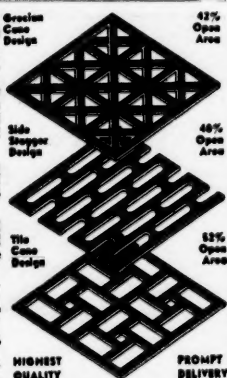
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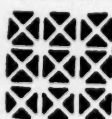
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**ORION**—Mayor and Board of Aldermen of the Town received bids for natural gas transmission line and distribution system.

## TEXAS

**TEXAS**—Santa Fe Railway plans 48 mile railway line into Dallas through Denton, at \$5,500,000.

**TEXAS**—Standard Oil Co. of Texas plans 248-mile pipeline from El Paso to Albuquerque, New Mexico.

**TEXAS**—Thompson-Hayward Chemical Co., Kansas City, Mo., purchased 7 plants of Carman & Co., Inc., New York, and will spend about a million dollars expanding the units. Included are plants in Houston, San Antonio, Fort Worth, Tex., and Kansas City and St. Louis, Mo.

**ABILENE**—Western Cotton-Oil Co., Div. of Anderson-Clayton Co., 8th & China Sts., plan \$60,000 warehouse.

**CISCO**—City received bid of \$29,884 from W. A. Garrett Construction Co., Cisco, for Boss Manufacturing plant addition.

**CLEBURNE**—Lone Star Gas Co. plans warehouse and office building. Smith & Warder, 405 W. Jefferson, Grand Prairie, Archt.

**DALLAS**—Texas Sash & Door Co., 201 N. Rupert St., Fort Worth, received bids for warehouse and office building in Brookhaven Industrial Area, Dallas. Herman G. Cox, 415 Neil P. Anderson Bldg., Fort Worth, Archt.

**DALLAS**—Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, let contract to Henger Construction Co., 1600 Dallas National Bank Bldg., Dallas, for Broadway 9 Dial Building on Oates Drive.

**FORT WORTH**—Maxwell Steel Co., 400 Riverside Drive, plan \$150,000 steel fabrication plant.

**FORT WORTH**—U. S. Cold Storage Co., Kansas City, Mo., let contract to Thos. S. Byrne, Inc., Fort Worth National Bank Bldg., Fort Worth, at \$661,500 for cold storage warehouse, N. E. 23rd & Samuels Sts.; and to General Engineering Co., Box 2055, Houston, at \$132,000 for refrigeration. Preston M. Geren, 1607 Fort Worth National Bank Bldg., Archt.

**GALVESTON**—Texas Motor Co. let contract to L. W. Oliver & Son, P. O. Box 840, at \$59,486 for workshops and office building at 2411 Avenue F. Ben. J. Kotin, 4328 Broadway, Archt.

**HOUSTON**—James Bute Co., 711 Williams St., received bid of \$79,700 from Fretz Construction Co., Box 18094, for warehouse addition and alterations. Staub, Rather & Howze, 2816 Virginia St., Archts.

**HOUSTON**—Houston Gas & Oil Co., plans natural gas pipeline to serve Florida, at \$148,000,000.

**HOUSTON**—Houston Grinding & Mfg. Co., O. H. Beal, president, to build new plant on West 12th Avenue, H. R. Winslett, Archt.

**HOUSTON**—Robert E. Nesmith, Inc., 6738 Long Drive, Houston 17, plan office and shop building, 6100 block Clinton Drive, to be leased to Trailmobile, Inc., Houston.

**HOUSTON**—P-L-D Well Service Co. plans to move plant to Post Oak Road near Katy Road intersection, and build warehouse, yard and shops.

**HOUSTON**—Rex Supply Corp., Harrisburg Blvd. & Milby St., let contract to Fretz Constr. Co., Box 18094, Houston, at \$26,450 for alterations and additions to building on Harrisburg Blvd. Arne G. Engberg, 2130 Welch St., Archt.

**LUBBOCK**—Lubbock Electric Co. let contract to Arnold D. Hays, 2814 37th St., for service shop and office, 34th St.

**LUBBOCK**—Plains Cooperative Oil Mill let contract to W. B. Abbott, Jr., 1101-29th St., for \$116,754 office building, 2901 Avenue A. DeWitt & Maeker, 1203 College Ave., Archt.

**OAK CLIFF**—Southwestern Bell Telephone Co. let contract to Henger Construction Co. of Dallas, at \$1,600,000 for telephone office building.

**PASADENA**—Ethyl Corporation received bid of \$313,297 from Robert H. Smith for cafeteria and office building addition.

**PHARR**—Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, let contract to H & M Construction Co., 845 S.W. Street, Harlingen, for building alterations.

**QUANAH**—Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, let contract to Ramey Construction Co., Box 6, Amarillo, for dial building at King & 6th Sts.

**ROSENBERG**—Southern Bell Telephone Co., 308 S. Akard St., Dallas, received bids for dial building.

**SAN ANTONIO**—Gaylord Container Corp., St. Louis, Mo., let contract to Stocker Constr. Co., 3928 Lindell Blvd., St. Louis, for \$350,000 box manufacturing plant on East Commerce St.

**WEST PORT ARTHUR**—Gulf Oil Corporation received bids for instrument re-

pair shop building. Stone & Pitts, 1872 Calder Ave., Beaumont, Archt.

**WEST PORT ARTHUR**—Gulf Oil Corp. let contract to H. F. Ferguson Co., 2620 S. Main St., for \$2,000,000 package and grease warehouse and dock facilities. Stone & Pitts, 1872 Calder Ave., Beaumont, Archts.-Engrs.

**ZAPATA**—Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, let contract to Kahn Construction Co., Box 723, Laredo, for community dial building.

## VIRGINIA

**CHARLOTTESVILLE**—United States Instrument Corp., Summit, N. J., plans to move head office and engineering departments, also manufacturing operations, to new plant to be erected on 25-acre tract one mile North of city limits; estimated cost \$350,000.

**GLEN LYN**—American Gas & Electric Co. plans 225,000 k.w. steam electric generating plant unit at \$26,400,000.

**NEWPORT NEWS**—Esso Standard Oil Co. received bid from E. T. Gresham Co., Inc., Norfolk, for office and warehouse.

**RICHMOND**—W. M. Brown & Son received bid from Thorington Construction Co. at \$98,677 for printing plant and office building.

**ROANOKE**—General Electric Co. let contract to Walsh Const. Co., New York, and Wm. Muirhead Constr. Co., Durham, N. C., for Industry Control Plant.

**SUFFOLK**—The Nestle Co., Inc., 155 E. 44th St., New York, Dr. J. C. Sluder, Mfg. Vice president, considering plant site on 70-acre tract near Suffolk for production of instant coffee, etc.

## WEST VIRGINIA

**BLUEFIELD**—W. M. Ritter Lumber Co., James W. Damron, president, Columbus, Ohio, plans to move general offices. Bluefield office will be constructed just outside city limits in Tazewell County, Va.

**HUNTINGTON**—Appalachian Electric Power Co. plans \$800,000 office building, 1125 Sixth Ave.

**RAVENSWOOD**—Kaiser Aluminum & Chemical Corp. plans multi-million dollar aluminum sheet and foil rolling mill at site on Ohio River at Willow Grove, about 6 miles from Ravenswood, and 50 miles North of Charleston.

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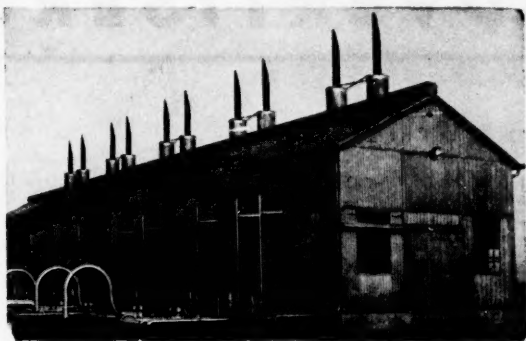
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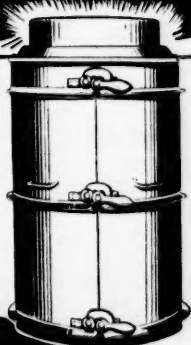
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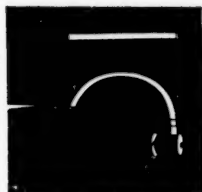
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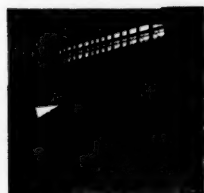
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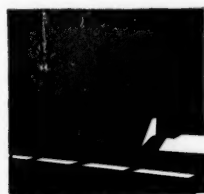
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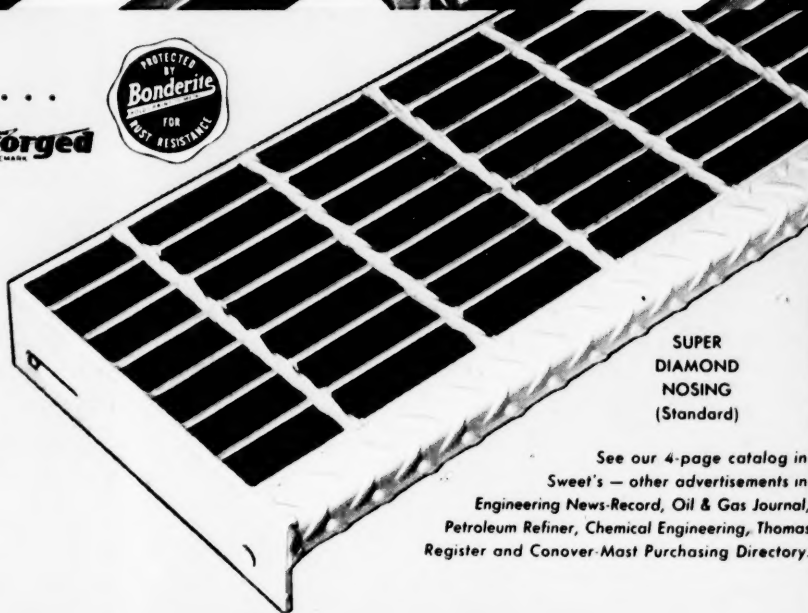
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